The New-York Times.

VOL. XXIV.......NO. 7454. NEW-YORK, FRIDAY, AUGUST 6, 1875.---WITH SUPPLEMENT. PRICE FOUR CENTS.

LATEST NEWS BY CABLE.

THE O'CONNELL CENTENARY.

THE CELEBRATION AT DUBLIN YESTERDAY—IMPOSING RELIGIOUS AND MUSICAL CEREMONIES.

DUBLIN, Aug. 5.—The celebration of the hundredth anniversary of the birthday of Daniel O'Connell began here to-day, and will continue three days. This morning a solemn religious ceremonial was held in the Cathedral, at which Cardinal Cullen officiated, assisted by the Irish and other Catholic prelates.

Dr. Croke, the new Archbishop of Cashel, preached on "O'Connell, the Liberator." Four Archbishops, forty Bishops, and 500 priests participated in the ceremonies, which were very impressive. The Cathedral was densely crowded. The music arranged for the occasion was magnificent.

The houses are decorated with banners, garlands, and mottoes. There is a great display of green. The following Members of Parliament attend as representatives of the Catholic Union:

Messrs. Edmund Dease, John George MacCarthy, Arthur John Moore, Keyes O'Clery, Myles William O'Reilly, and Patrick James Smyth. The distinguished guests who have arrived to participate in the celebration are the Bishops of Basle and Nantes, Prince Edward Radziwill, of Posen, and Dr. Lingen, members of the German Parliament; Revs. Rinaldi and Vautry, of Rome; Dr. Bock, the Pope's Chamberlain, and M. Fallette, a member of the Swiss Parliament. Illness in the family of Lord O'Hagan may prevent him from delivering the centenary oration to-morrow in Sackville street, in which case it will be published and distributed.

It is estimated that 10,000 strangers arrived in the city yesterday to attend the celebration.

The Centenary concerts were given in Exhibition Palace this afternoon and evening, and were attended by vast numbers of people.

Right Rev. Dr. Croke, in the course of his sermon at the Cathedral this morning, said the Irish people were being educated under a State system which, if not all they could desire, was in many respects useful. "The foreign church," he added, "has been humbled. The rights of the occupiers of the soil have to some extent been recognized, and we are fast working ourselves into a position of equality and independence which every subject should occupy under the protection of what I am not afraid to designate as the best balanced constitution in the world."

PONTIFICAL HIGH MASS CELEBRATED AT ROME.

ROME, Aug. 5.—A pontifical high mass was celebrated to-day in the Church of the Irish College as a mark of sympathy with the O'Connell festival.

ILLUMINATION IN DUBLIN.

DUBLIN, Aug. 5.—The city is brilliantly illuminated to-night, and the streets are filled with gay and animated throngs. Everything has passed off quietly.

FRANCE.

AN OFFER OF REDUCED FREIGHT TARIFF ON CENTENNIAL GOODS—THE LIST OF EXHIBITORS TO CLOSE ON THE 15TH.

PARIS, Aug. 5.—At a meeting of the committee to promote the representation of France at the Centennial Exhibition, at Philadelphia, yesterday, a communication was received from the General Transatlantic Steamship Company, promising to reduce the tariffs for freight and passengers destined for the Exhibition. The list of exhibitors will close on the 15th inst.

THE SUIT OF THE PUBLISHERS OF "THE LIFE OF CÆSAR" AGAINST NAPOLEON'S HEIRS DISMISSED.

PARIS, Aug. 5.—The action brought by the publishers of Napoleon's *Life of Cæsar* against the author's heirs, in which the plaintiff claimed 167,000 francs indemnity for losses sustained in consequence of the non-completion of the work, has been dismissed with costs.

GERMANY.

HOUSES SWEPT AWAY AND THIRTEEN PERSONS DROWNED BY A WATERSPOUT.

BERLIN, Aug. 5.—A water-spout burst over the town of Kirn, in Rhenish Prussia, to-day, inundating the place and doing great damage. A bridge and many houses were swept away, and thirteen persons were drowned.

DENMARK.

MOURNING FOR HANS CHRISTIAN ANDERSEN.

COPENHAGEN, Aug. 5.—Hans Christian Andersen died of a cancer. There is universal mourning in Denmark at his death. Deputations from various parts of this country and elsewhere in Europe will attend his funeral.

INDIA.

DISASTROUS FLOODS IN THE NORTH-WESTERN PROVINCES.

CALCUTTA, Aug. 5.—Disastrous floods have occurred in the north-western provinces. Many of the dwellings of the natives have been destroyed, and it is feared that serious loss of life has occurred in the interior.

EGYPT.

ARRANGEMENTS FOR A BRILLIANT DISPLAY AT THE CENTENNIAL.

BERLIN, Aug. 5.—M. Brughsch, the Egyptian Commissioner to the United States Centennial Exhibition, has arrived here. Egypt is preparing for a brilliant display of her products at Philadelphia. She has hitherto been acting in the matter subordinately to France, but will now make her arrangements in conjunction with Germany.

CUBA.

PRESIDENCY OF THE CASINO ESPAGNOL.

HAVANA, Aug. 4.—Señor Zulueta has been re-elected President of the Casino Espagñol.

ATTEMPTS TO WRECK TRAINS.

BOSTON, Aug. 5.—Two unsuccessful attempts were made last night to wreck trains on the Eastern Railroad. The Bangor express was passing through Wenham, shortly before 9 o'clock, at full speed, and when about forty rods beyond the passenger station the engine struck a pile of sleepers, throwing them high into the air and shivering them into fragments, but causing no damage to the train except smashing the head-light of the locomotive. The train hands removed the débris from the track, and the train continued on its way. Directly following the express train came a freight train, which also met with an obstruction of sleepers on the track. The obstruction was discovered in time to prevent a collision. These attempts are credited to tramps.

NATIONAL METHODIST CAMP-MEETING.

BIDDEFORD, Me., Aug. 5.—Large numbers of people are arriving here to attend the National Methodist Camp-meeting beginning at Old Orchard Beach to-day and lasting until the 15th. Rev. L. S. Inskip, President of the National Association, will preach the opening sermon at 2 o'clock this afternoon. Eleven States are now represented here by members of the National Association. It is expected that nearly the whole association will be present. The Methodists expect this to be their largest and most successful camp-meeting.

WASHINGTON NOTES.

A QUESTION IN POSTAGE LAW—LETTERS CANNOT BE RECALLED BY THE SENDER—THE WIVES OF THE INDIAN PRISONERS NOT WILLING TO GO TO FLORIDA.

Special Dispatch to the New-York Times.

WASHINGTON, Aug. 5.—A cable dispatch was received by Postmaster General Jewell from the postal authorities of Switzerland, July 28, requesting the return, unopened, of two registered letters forwarded from Switzerland on July 20 and 27, addressed to Duncan, Sherman & Co., New-York. This request was submitted by Postmaster General Jewell to Judge Spence, Solicitor of the Department, and subsequently to the Attorney General. Under advice of these two officials, the Postmaster General sent a reply by cable to the Swiss authorities declining to return the letters. A letter has also been forwarded to the same authorities explaining that the Postal laws of the United States have been uniformly construed to terminate the property in or control over a letter by the writer when the letter leaves the office at which it is mailed; and that at the office of delivery the letter becomes the property, and subject to the exclusive control, of the party to whom it is addressed.

The Postmaster General, therefore, could not, in the present case, interfere adversely to the right secured by law to Duncan, Sherman & Co., the party to whom the registered letters in question were addressed.

Secretary Bristow returned to-night. He says there is not the slightest foundation for the published statement that he contemplates relieving Assistant Secretary Conant.

Dispatch to the Associated Press.

PASSPORTS.

American travelers complain of frequent annoyance from the officers of foreign Governments, in consequence of their not being furnished with passports. American citizens about to proceed abroad should provide themselves with these safeguards, which, if not procured at the Department of State here, can be obtained at any of the United States Legations in foreign countries.

POSTMASTERS APPOINTED.

The following Postmasters were appointed to-day: Daniel M. Simmons, Jacksonville, Ill.; Richard S. Taylor, Athens, Ga., in place of John S. Wilford, not commissioned; Charles P. Carpenter, St. Johnsbury, Vt.; Mrs. Sarah G. Ware, Salem, N. J.

CHINA MAILS.

The Postmaster General having received a request to order the carrying of mails on the Occidental and Oriental Line of steamers, (a new line, which sails from New-York on the 15th inst. for China and Japan, via San Francisco,) directs that the Postmaster at San Francisco be authorized to put the mails on board of these vessels at the regular sea postage rates.

NAVAL ORDERS.

Lieut. William H. Mayer, Jr., has been ordered to the Canonicus, at New-Orleans; Midshipmen A. H. Cobb and Colin McDonald have been detached from the Powhatan and placed on waiting orders. Medical Inspector T. W. Leach has reported his return home, having been detached from the Asiatic station, and has been granted three months leave of absence; Assistant Paymaster George E. Baughman has been detached from duty in the Bureau of Provisions and Clothing and ordered to the Alert, in place of Assistant Paymaster W. W. Barry, detached from that vessel and ordered to the store-ship Onward, at Callao, Peru; Assistant Paymaster James A. Ring has been detached from the Onward and ordered to return home.

TWO MEN SHOT BY A LUNATIC.

PROVIDENCE, R. I., Aug. 5.—Edward Hudson, aged twenty-five years, a clerk in Patrick Kelly's grocery, at No. 297 Atwell's avenue, was shot three times this evening with a revolver by Owen McKeyver, and will probably die. He was alone in the store when McKeyver came in and fired the first shot. Two other shots were fired, one through the door and the other through the window, after McKeyver went out. By this time a number of people had gathered and an attempt was made to disarm the murderer, when he fired again, the ball entering the body of Edward McCarron just below the heart, inflicting a wound not necessarily fatal. McKeyver, who was then arrested, is an Irishman about fifty years of age, generally employed as a laborer in the chemical works, and will probably prove to be insane. He has been acting strangely for some time, and now says that attempts have been made to kill him. There are no indications of any quarrel between him and his first victim, who, however, is unable to give any account of the shocking affair.

POISONED BY EATING SPOILED SAUSAGE.

PHILADELPHIA, Penn., Aug. 5.—This morning Obadiah Leeser, who keeps a grocery store on the Frankford road, threw into his stable yard several strings of Bologna sausage which had become moldy and unsalable. Leeser says that a boy named Koenig, aged eighteen years, carried away the sausage, cleaned it in a tub of water, partook of it himself and invited eleven children in the neighborhood to do likewise. All the children were taken sick and are now seriously ill. One of them, the brother of Koenig, aged three years, died this afternoon. Koenig avers that Leeser gave him the sausage. Leeser, the store-keeper, and a man named Housefus, who made the sausage, have been arrested.

FIGHT BETWEEN INDIANA EDITORS.

TERRE HAUTE, Ind., Aug. 5.—At Brazil, Ind., a series of bitter personalities between Mr. Peter T. Luther, editor of the *Echo*, and Mr. Samuel B. Riley, editor of the *Miner*, culminated in an attack by the former on the latter with a pistol, the shot passing through Riley's coat. Riley picked up a piece of blast cinder and closed in with Luther, the latter snapping his pistol repeatedly. With the cinder Riley inflicted seven blows upon the head of Luther, doing serious injury. But for the interference of bystanders Luther would doubtless have been killed. The attack of Mr. Luther on Mr. Riley was premeditated and deliberately planned.

TWO MEN KILLED IN A RAILROAD ACCIDENT.

CINCINNATI, Ohio, Aug. 5.—A special dispatch to the *Gazette* says, the engine of the construction train on the Marietta and Cincinnati Railroad ran off the track near Stewart's station, thirteen miles east of Athens, last night, and turned over into the Hocking River, instantly killing two men and wounding nine others, including the conductor.

AN EMBEZZLING PORK-PACKER.

BOSTON, Mass., Aug. 5.—State Detective Pinkham arrived here to-day, having in custody William G. Carson, whom he arrested in St. Louis, Mo., within the last few days, on a charge of embezzling $150,000 while acting as superintendent of the pork-packing establishment of John P. Squire & Co., at East Cambridge, a year ago. Carson left here about that time, and has since been largely interested in the pork-packing business at St. Louis. He has been locked up in jail to await further action.

THE CANADIAN MONEY-ORDER SYSTEM.

OTTAWA, Ontario, Aug. 5.—The new money-order system between Canada and the United States was inaugurated yesterday by the Postal Superintendent at Washington sending to the official head of the Money Order Department at Ottawa a remittance of $1, with a request to spend it as he thought fit.

MARYLAND POLITICS.

THE BURDENS OF DEMOCRATIC RULE.

A STRONG POWER NOT EASILY BROKEN—CORRUPTION IN STATE AND CITY GOVERNMENTS—AN INDEPENDENT MOVEMENT BEGUN—A SECRET ORGANIZATION AND ITS AIMS.

From Our Own Correspondent.

BALTIMORE, Wednesday, Aug. 4, 1875.

The political situation in Maryland is probably the most singular of any State in the country. The Democratic Party has not only the entire and absolute control of everything, except in the Western counties, where the opposition occasionally manages to make a successful fight, but it also presents the aspect of a party within a party. It has been in power since 1867, and its ascendency has never been seriously endangered. It is true that in 1872, the year of the Greeley campaign, the Democratic majority in the State was less than a thousand; that the Republicans elected two Congressmen out of six, and had a respectable minority, consisting of twenty odd members, in the Legislature; but in that year the Democrats here were stricken with that apathy which afflicted the party all over the land, and the vote was many thousands short of the regular figure, so that the vote then is not to be accepted as anything more than an indication of an extraordinary condition of affairs. The campaign of this year is opening now, and it presents some remarkable aspects. There are to be elected on the general ticket Governor, Controller of the Treasury, and Attorney General. A new House of Delegates and one-half the State Senate are also to be chosen. Baltimore City elects a Mayor and City Council, and the counties their county officers. The Democratic nominations on the city and general tickets have been completed, and in the counties will be made up within the next two weeks. The great question now is whether there is to be any effective opposition to the Democratic nominations. The Republican Party, as such, can make none, except in two, perhaps three, of the Western counties, and in a couple of the Bay counties, where there is a heavy colored vote. They might win their county officers, and send a few Republicans to the Legislature, but what is called for is an opposition that can beat the State ticket and elect a majority of the Legislature. Unfortunately, the Republican Party in Maryland is disaffected and disorganized. It is suffering from too much Custom-house and Post Office management—a political disease that is terribly weakening, especially when, as in this case, it has become chronic. An independent movement, not based upon national issues in the slightest degree, but appealing to the people of Maryland upon questions solely domestic, is seriously suggested, and finds many warm friends among men of all political parties.

It is fully time for such a movement. This city and State are ring-ridden and ring-ruled. Inside the Democratic Party the usual condition of affairs following upon any party having for a long term of years great majorities and undisputed control has occurred. The masses are apathetic and do not care to take any part in politics, and the party has gone into the hands of rings composed of comparatively a few bold and corrupt men. We have in Baltimore the worst of them, the Court-house and City Hall clique. Then there are the Chesapeake and Ohio Canal Ring and the State Treasury Ring. Nothing could indicate more clearly the necessity for reform than the character of the men who have represented Baltimore in her City Council and Legislature for the last two years, and the majority of whom have been renominated. Most of them are the meanest, pettiest class of professional politicians, the fellows who make a trade of politics, and have just intelligence enough to know how to work a job. The party contains some able and upright men, and when it first came into power, and was pervaded with activity, it filled the offices without reproach. But in recent years this class has been entirely retired and their places filled with the tools of the rings. Taxes and expenses have been increased, accounts mysteriously falsified, and offices multiplied. Nobody outside the interested circles knows what becomes of the interest paid by the banks on the State and city deposits, and there has never been any account of them rendered. The present Controller of the Treasury is now serving his third term of two years, and has just been renominated for his fourth. It is openly said that he dare not go out of office, or allow an honest and searching investigation of his books. Figures on record demonstrate that in the purchase of the site for a new House of Correction, now being built, the State was defrauded of $37,500 in that and the contracts. The Board of Public Works, together with the Attorney General, had charge of the affair. The board consists of the Governor, Controller, and State Treasurer. When the facts were published they brought the libel suit against the *American* in which Hon. Reverdy Johnson volunteered his services to the defendant. The Attorney General refused to become one of the plaintiffs, and was rather free in his expressions of his notions that his associates in the commission were not free from blame.

In the city the municipal Government is no less corrupt and inefficient. At the late session of the City Council two members were expelled for selling their votes. They were only expelled because they were not careful enough. It was something like the old Spartan fashion—no harm to do the wrong, but terrible to be caught with the spoil in your hands. The expenses of the City Government have been nearly doubled in the last five years, and there are no improvements of any consequence, except the new City Hall, to show for them. That was originally contracted for by the Republicans for $1,000,000, the contractors being under heavy bonds, and its cost has now run up to about $3,000,000. It is a handsome building outwardly, but its interior decorations are commonplace and tasteless. The Ring avoids provoking opposition by making anything more than a slight increase of taxes, but it accomplishes its ends by constantly increasing the assessed value of property, thus serving the same purposes, only by a more indirect method.

Such facts as these inspire the feeling in favor of an independent, non-partisan movement to nominate a State ticket, and also a Council and legislative ticket for the city. The desire for it is as strong with the better class of Democrats as with the Republicans, and it only needs a leader and a central organization. The Democrats who supported ex-Senator Hamilton for the Gubernatorial nomination in the late convention were making a desperate fight against the rings, but they were beaten, and now there are thousands of them who are ready to come out in open warfare. One element of the campaign is that there exists a powerful secret organization ready to go into the service. It has been called a revival of Know-nothingism, but the designation is not correct. It admits foreigners to membership, and it is not strictly anti-Catholic. Its purpose is to oppose sectarian appropriations of all kinds, and to insist upon the elimination of church influence from politics. A strong effort was made to induce the late City Council to grant no money to any institution not controlled by the public authority. The effort failed, because the majority of the Council were Catholics, or were in debt to the Catholic influence, which is powerful and works in a mysterious way. The new party rapidly grew from out this situation of affairs, and the circumstances place it in antagonism to the Catholic Church. It is believed to number 8,000 to 10,000 members in the city, and is establishing its lodges throughout the State. It demonstrated its power to-day by defeating in a special election for the City Council, in one ward, the Ring Democratic nominee. The opposition is taking form and coming to a head, and by the time the Democratic nominations are entirely complete in the counties it will be more thoroughly manifest.

THE NORTH CAROLINA ELECTION.

REPUBLICAN GAINS IN MANY COUNTIES—THE MAJORITY OF DELEGATES PROBABLY REPUBLICAN.

Special Dispatch to the New-York Times.

RALEIGH, N. C., Aug. 5.—A full vote was polled in Wake County, and throughout the State so far as heard from. Seven townships in Wake County give a Republican gain of 317 votes and four delegates over 1874. Two townships in Granville County give a Republican gain of 150. There is a Democratic gain of 774 in two townships in Franklin County. The Republicans gain 176 at Monroe, in Union County. They have carried Mecklenberg, Nash, Lenoir, and Brunswick Counties.

Wake, Mecklenberg, Wayne, Brunswick, Nash, and Union Counties show a gain of twelve Republican delegates over 1874.

Six townships in Guilford give 347 Republican majority, electing Republican delegates.

Indications are that the Republicans have elected a majority of the delegates to the convention. The Democrats carry Anson County. Bladen reported doubtful.

THE REPUBLICANS CARRY NEW-HANOVER COUNTY.

Dispatch to the Associated Press.

WILMINGTON, N. C., Aug. 5.—The election in this city and throughout New-Hanover County passed off unusually quiet. Neither party polled their full strength. The Republicans, as usual, carry the county by a large majority, electing George Z. French and S. H. Manning, white, and J. Smith, colored, as delegates to the convention.

THE LATEST RETURNS INDICATING A VERY CLOSE RESULT.

WILMINGTON, N. C., Aug. 5.—The returns from the counties classified as somewhat in doubt by both parties come in slowly. The Republicans carry Wake, Lenoir, Brunswick, and Richmond Counties, in which they gain seven delegates. The Democrats gain two in Robeson County. The indications now are that the contest will be very close, with chances considerably in favor of the Democrats having a small majority in the convention.

The latest intelligence received leaves the result still in doubt, but returns are more favorable to the Republicans. The chances seem to be about evenly balanced, though the Republicans are sanguine of having a majority of the delegates.

BY MAIL AND TELEGRAPH.

The Turkish Ambassador to the United States is at the St. Lawrence Hall, in Montreal.

The United States steamer Alert, with the cadet engineers on board, arrived at Newport, R. I., last evening.

There is a deaf mute in the jail at Newport, R. I., whose wife, four brothers, and four sons are all deaf and dumb.

Rev. Dr. A. W. Cowles, of the Elmira Female College, has declined the offer of the Presidency of Well's College, at Aurora.

John C. Bogart, a grocer at Paterson, N. J., has absconded, leaving debts amounting to $3,000 or $4,000 due to various merchants in town.

James Ryan, aged forty-six years, while in bathing at Globe Village, Mass., yesterday afternoon, was seized with cramps and drowned.

Prominent railroad officials in San Francisco deny that Miller, the alleged defaulter, has escaped, and say he is still a prisoner at the railroad office.

Gov. Garland, of Little Rock, Ark., has received a letter from Gen. Joseph E. Johnston declining the Presidency of the Arkansas Industrial University.

Thomas Boggs & Co., hardware dealers, and Payzant & King, wholesale grocers, in Halifax, N. S., are in financial difficulties. The liabilities are large in both cases. Other failures are talked off.

W. K. Muir, General Superintendent of the Detroit and Milwaukee Railroad, has resigned, and will take the general managership of the Canada Southern Railroad. S. R. Callaway succeeds Mr. Muir.

The Dominion Medical Association yesterday elected Messrs. Hodder, of Toronto, President; David, of Montreal, Secretary, and Robellard, Treasurer. Next year's meeting will be held in Toronto in August.

A performance is proposed in Rochester for the benefit of the children of Donaldson, the lost aeronaut. They have been boarding with a family in the city, and Donaldson had fully paid their bills up to the time of his disappearance.

The safe of D. B. Gurney's factory at South Abington, Mass., was blown open Wednesday night and $500 taken therefrom. A horse and carriage were also driven off. The damage to the office by the explosion is $2,000. The burglars escaped.

A fire occurred in Mount Pleasant, Isabella County, Mich., early yesterday morning, which destroyed the following buildings: The *Enterprise* printing office, Daughty Brothers' hardware store, Carr & Grange's wholesale grocery store, Stillwell's milling store, Greeley's photograph gallery, Graves' clothing house, Esias & Austin's market, F. A. Farcher's building, and a number of other structures. The loss is estimated at over $100,000. The amount of the insurance is not known, but is very light.

A SPECIMEN OF CARY'S LOGIC.

Special Dispatch to the New-York Times.

JACKSON, Ohio, Aug. 5.—Gen. Cary spoke to a fair crowd here to-day. He said greenbacks were better currency than national bank notes, and that we never had better money than greenbacks, and ridiculed the idea that gold is the natural currency of the world. He showed that the tendency of the Republican policy of contraction, paying bonds in gold, and of enacting that bonds shall never be taxed, is bringing distress and ruin upon the country, "as illustrated," said he, "by the Ohio River. Last year it was contracted, and then there was not enough of it to move crops; now it is overflowing everything, and there is too much of it. But we want just money enough in the channels of business to carry our crops. We are not for too much, but must have enough. All we want is enough to run our general trade."

STOCKBRIDGE INDIANS MAKING TROUBLE.

MILWAUKEE, Wis., Aug. 5.—J. C. Bridgeman, Indian Agent, has requested the United States Marshal to remove 140 Stockbridge Indians, who are said to be trespassing upon a reservation in Shawana County. Deputy Marshal Whitney attempted to comply, but the Indians resisted him. There are apprehensions of trouble.

THE SUFFERING CROPS.

DAMAGE BY THE RECENT STORMS.

THE BOTTOM LAND CROPS OF INDIANA INJURED FIFTY PER CENT. OR TOTALLY DESTROYED—UPLANDS SERIOUSLY DAMAGED BY RAIN—POTATOES ROTTING IN THE GROUND.

INDIANAPOLIS, Ind., Aug. 5.—No very reliable estimate of the aggregate loss to the wheat, corn, and other crops in the State can be made at present. In some sections the estimated damage is fifty per cent., in others a much greater percentage, and in many localities the entire crop is destroyed. From the most trustworthy information the loss in the central and southern portions of the State will aggregate fifty to sixty per cent. of the entire crop. In the low lands along the Wabash River it has been estimated that 200,000 acres of corn have been entirely destroyed by the flood which alone, at $15 per acre, would aggregate $3,000,000.

LAFAYETTE, Ind., Aug. 5.—The loss to the crops in Tippecanoe County is $500,000, and in Carroll, Warren, and Fountain Counties, $250,000 each. This is estimated. The loss to crops by high water overflow does not include damage by wet weather to the crops on uplands. Some estimate much higher, and others a little lower.

NEW-ALBANY, Ind., Aug. 5.—It is impossible to give even a general estimate at the present of the loss by the floods, from the fact of the Ohio River rising here at the rate of an inch an hour and overflowing all the bottom lands below the city since morning. The loss to the farmers and gardeners in that section will be total. The loss on wheat is total; on oats, total. For corn on high lands there is no estimate, as the rains may ruin the prospects. Potatoes are rotting in the ground. If it continues clear there will be a small portion of the crop saved.

CRAWFORDSVILLE, Ind., Aug. 5.—Two-thirds of a crop was expected in this county before the late flood, which has destroyed at least one-third. One-third of a crop is considered a liberal estimate now, and that provided we have favorable weather hereafter.

MUNCIE, Ind., Aug. 5.—In Delaware County many thousand acres of wheat have been swept away, and the corn has been destroyed on the bottoms of the Mississinnewa and White Rivers. Wheat in shocks is covered with sprouts six inches long, but it will be better than was at first thought. Oats are all lost, and nearly all the hay and flax. The corn will make half a crop, and other grains about one-third.

AUBURN, Ind., Aug. 5.—The total loss to the wheat, corn, oats, and other crops in Madison County by the recent rains and floods is estimated by parties who have figured it up at not less than $500,000. Many farmers have lost their entire crops.

TERRE HAUTE, Ind.—It is estimated that the loss in this section of the country by the flood is fully fifty per cent. of the entire crops.

LOGANSPORT, Ind.—Wheat—The best information is that twenty-five per cent. will cover the loss, and as it is there will be more wheat than last season. Oats—Fifty per cent. of this crop is uncut; a part of this will be utilized by feeding it to hogs; the remainder of the crop is extra heavy. Corn—Injured in the lowlands, and blown down to some extent in the highlands, but the injury is not so bad as anticipated. Potatoes—Likely to prove a failure by rotting in the ground.

JEFFERSONVILLE—It is rather difficult to estimate the loss to the crops, but from what can be learned from the farmers, and the general impression, the wheat, oats, and hay crops are damaged fifty per cent. Potatoes are almost an entire failure. Watermelons—a large item in this county—are a total failure. Corn is damaged very little except in the river bottoms, where it is an entire failure. It is believed by many that the loss in Clarke County will reach from eighty to a hundred thousand dollars.

THE MISSISSIPPI RIVER AND THE SOUTH-WEST.

MEMPHIS, Tenn., Aug. 5.—A heavy rain-storm prevails this morning. The reports from above this city state that the plantations on Islands Numbers Ten and Thirty-five are being submerged, and at New-Madrid the flood is running through the sunken lands to St. Francis Valley. The water here is high, and rising steadily, and slowly encroaching on the exposed plantations below here. The crevasse at De Soto Front has been repaired. The planters between here and Helena are working hard to protect their lands. A private dispatch from Pine Bluff, Ark., says the river rose six inches this morning, and within four feet of high-water mark. A telegram from Little Rock, Ark., reports another rise in the river, with twenty-five feet on the gauge. The Signal Service tables show that twenty-five feet on that gauge floods the Lower Arkansas Valley.

PROSPECTS OF AN OVERFLOW ON THE MISSISSIPPI.

MEMPHIS, Tenn., Aug. 5.—The river at this point is rising steadily, and now stands 33 feet by the gauge, or within 9 inches of the March rise, and with the rise reported at Paducah of 10½ feet, and at Cairo of 6 inches, the most hopeful persons here have abandoned all hopes of the river not passing that rise. It may be of interest to state that on the 21st March the river reached 43 feet 8 inches at Cairo, the highest point, while at St. Louis it stood at 9 feet, while at present Cairo shows 44 feet 11 inches, and St. Louis 27 feet 11 inches, or three times the depth it had attained when the Spring flood was at its height at Cairo. Taking this as a comparison, with an excess of 1 foot and 3 inches at Cairo and nearly 19 feet at St. Louis over the stage of the river at that time, the outlook is not assuring. During the flood, which reached its highest point here on the 1st of April, or ten days after it had reached its highest point at Cairo, all exposed lands were inundated, but the planters had not commenced plowing, and after the water receded, planted the lands lately flooded, between this point and Osceola, mostly in corn, which is already greatly damaged or totally lost. Capt. Japlin, of the steamer Frank Forrest, estimates that one half of the corn crop along the river, between here and Osceola, is ruined, and fully one-fifth the cotton crop, with the water slowly and steadily encroaching upon the cotton lands below here. On the Mississippi side very little damage has been done, and planters are still hopeful and busily engaged in strengthening the levees, but on the Arkansas side, where the lands are unprotected, the damage already done is considerable, and planters generally are unable to do any thing to avert the danger. It is feared that the freshet in the Arkansas River will cause great damage to fine planting lands where it meets the break-water from the Mississippi.

At Little Rock, Ark., the river has risen slowly all day. It is now 22 feet by the gauge.

Dispatches from Ozark state that it is still rising at that point.

EFFECT ON THE CROPS IN THE OHIO VALLEY.

CINCINNATI, Ohio, Aug. 5.—It is difficult, at this time, to form more than a rough estimate of the damage done to the crops by the rains and overflow in the Ohio Valley, but it is believed that it will be quite heavy. The wheat crop has suffered severely by the cold weather in the Spring, and half of what was planted was Winter-killed. Of the remainder, it is believed that one-third is hopelessly lost, and the remaining two-thirds partially damaged, though it is believed the damage will be much less than is generally apprehended. The acreage of wheat sown was larger than that of last year, and the relative yield compared with last year will be fifty per cent. less. The chief damage to corn is in the river bottoms, where the crop is a total loss. That planted on high ground has suffered principally from being broken down. The acreage was much larger than last year, and the prospects before the flood were favorable for an unusually heavy crop. It is now thought that there will be a fair average crop, not much, if any, less than last year. Much depends, however, upon favorable weather for the remainder of the season. The oat crop has suffered more severely than either wheat or corn, having been beaten flat and so badly damaged that it will be impossible to harvest it. The percentage saved will be very small. Barley suffered severely from the cold weather, and but little was growing. Of this grain the quantity saved in a condition for malting will be comparatively insignificant. Hay promises a partial crop, but of inferior quality, should favorable weather follow. Much had been left out uncut, and was rendered nearly worthless by the rains.

DISASTERS ON THE WABASH RIVER—BREAKING OF A RESERVOIR IN OHIO.

CINCINNATI, Ohio, Aug. 5.—A special dispatch to the *Gazette* from Bluffton, Ind., says the rumor of the breaking of a large reservoir at Celina, Ohio, is confirmed by the heavy rise in the Wabash River.

John Thomas, a farmer, started with his son in a boat to recover some of his property, washed away by the flood, but the boat capsized, and Mr. Thomas was drowned. The son succeeded in reaching some trees, where he clung three hours to a limb, until he was rescued.

A man named Hilbert started up the river in a boat, and as the boat floated back without him it is supposed he was drowned.

TERRE HAUTE, Ind., Aug. 5.—The Wabash is slowly falling. The first mail from the East since Saturday came in last night. Trains will not run through from Indianapolis without transfer for a week. The Logansport and Terre Haute Railroad will not be able to run trains through for two weeks or more. Trains will probably get through to Danville by transferring on Monday. Trains are running regularly on the Illinois, Midland and Evansville Railroads, transfers being made between this city and St. Louis. On both the Vandalia and Indianapolis and St. Louis and Vandalia, between here and Indianapolis, trains will be run to-morrow, transferring at two places. The Cincinnati Railroad will be able to run trains by the middle of next week. The *Express* of this afternoon estimates the loss to crops and the destruction of property in fourteen counties tributary to Terre Haute at not less than $12,000,000. There is profound discouragement among all classes.

THE DAMAGE IN ILLINOIS AND ON THE ILLINOIS RIVER.

CHICAGO, Aug. 5.—Reports that come in from the southern and central portions of this State, where storms have prevailed of late, are so vague that a summary of the losses and damage cannot be made with any degree of accuracy. It is believed, however, that the total loss will not exceed $3,000,000, and that a few days of sunshine will show that figure much too large an estimate. Corn has suffered greatly, and it is stated that 100,000 acres of that cereal lying along the Illinois bottoms are under water. The wheat harvest is nearly over.

THE RIVERS AT CAIRO—NO DANGER APPREHENDED.

CAIRO, Ill., Aug. 5.—To correct the erroneous impression which seems to prevail abroad as to the danger to this city from inundation, it is only necessary to say that the levees are considered safe at the highest water-mark, and the rivers are still six feet below. No uneasiness is felt here.

THE INTERRUPTION TO RAILROAD TRAVEL.

CINCINNATI, Aug. 5.—All the trains are again running regularly on the Little Miami and the Marietta and Cincinnati Railroads.

On the Ohio and Mississippi Road trains only run to Washington, eighteen miles east of Vincennes, the White and Wabash Rivers having damaged the road-bed between those points.

THE OHIO RIVER RISEN FIFTY-FIVE FEET.

CINCINNATI, Ohio, Aug. 5.—The Ohio River is reported as having risen fifty-five feet, and is still rising to-night, but will be on the decline to-morrow.

THE WEATHER.

SYNOPSIS AND PROBABILITIES.

WASHINGTON, Aug. 6—1 A. M.—Light rains have prevailed during the day in New-England, the upper lake region, and the Central Mississippi Valley. The temperature has risen in the Middle States, the lower lake region, the Ohio Valley, and Tennessee, with southern winds, partly cloudy weather, and less pressure. An area of well-defined low barometer is central in Michigan, and the barometer has risen in the North-west, with north to west winds, generally clear weather, and lower temperature. Generally clear weather continues in the South Atlantic and Gulf States, except in the Lower Mississippi Valley, without a decided change in temperature. The Ohio River has risen 28 inches at Cincinnati, 2 feet at Louisville, 1 foot at Evansville, and 10½ feet at Paducah. It has fallen rapidly at stations above Cincinnati. The rivers of Pennsylvania continue to fall rapidly. The Mississippi has risen 6 inches at Cairo, and 2 inches at Memphis, and has fallen 1 foot at St. Louis.

PROBABILITIES.

For New-England and the Middle Atlantic States, generally clear and warmer weather during the day, with increasing south-east winds and falling barometer, possibly followed by rain, during the night.

For the lower lake region and the Ohio Valley, warmer, partly cloudy weather, and local rains, with southerly to westerly winds, followed by rising barometer.

For the upper lake region, Upper Mississippi and Lower Missouri Valleys, clear or clearing cooler weather, with north to west winds and rising barometer.

For the South Atlantic and Gulf States and Tennessee, clear or fair weather, southerly to westerly winds, no decided change in temperature, and slowly rising barometer.

The lower Ohio River will continue to rise at stations below Cincinnati, and fall rapidly at stations above Cincinnati. The floods will become more dangerous between Louisville and Paducah. The Central Mississippi will rise at Cairo, Memphis, Helena, and Vicksburg, and fall at St. Louis. The danger will increase in the Lower Mississippi between Cairo and Vicksburg during Friday and Saturday.

IN THIS CITY.

The following record shows the changes in the temperature for the past twenty-four hours, in comparison with the corresponding date of last year, as indicated by the thermometer at Hudnut's pharmacy:

	1874.	1875.		1874.	1875.
3 A. M.	63°	69°	3:30 P. M.	82°	84°
6 A. M.	62°	71°	6 P. M.	77°	77°
9 A. M.	68°	75°	9 P. M.	71°	72°
12 M.	76°	80°	12 P. M.	69°	70°

Average temperature yesterday.....74¾°
Average temperature for corresponding date last year.....71°

CROPS IN NEBRASKA.

OMAHA, Neb., Aug. 5.—Special dispatches to the *Herald* from various points in this State show that the harvest is progressing finely in most counties. Washington County was badly damaged by a hail-storm on the 3d inst. Corn in all sections is of the finest kind, though a little later than usual. Around Plum Creek, where it was thought nothing could be raised, wheat averages twenty bushels, and oats forty bushels, to the acre. Corn has a very heavy yield. Fruit has suffered severely by hail.

BURGLARS IN ALBANY.

ALBANY, N. Y., Aug. 5.—The banking house of the East Albany Banking Company, located in the village of Greenbush, was entered by burglars last night, and nearly $2,000 in currency taken from the vault. In order to get to the vault the burglars dug away about seven feet of solid masonry, and pryed up the flagstone flooring with a jack. The banking-house is under the management of William P. Irwin, who was absent in New-York. Great excitement prevails over the robbery, which was only made known this evening.

DUNCAN, SHERMAN & CO.

RESULTS OF THEIR FAILURE.

NO ARRANGEMENTS MADE TO REDEEM THEIR LETTERS OF CREDIT—A MASSACHUSETTS LADY COMPELLED TO TAKE A STEERAGE PASSAGE HOME—FEELING AGAINST THE FIRM.

LONDON, Aug. 5.—The officials of the Union Bank say no arrangements have been made with that institution for the redemption of Messrs. Duncan, Sherman & Co.'s letters of credit in the hands of travelers. Negotiations therefor have been pending since the failure of the firm, but have not been completed, and the longer they are postponed the less is the probability of a successful result. Letters received here from Americans in Paris say that over 1,000 holders of the suspended firm's letters of credit have been heard from in Germany alone. Many of them are utterly destitute of funds, and have been compelled to apply to the local authorities, or to the American Consuls, for relief.

One lady, a Massachusetts school teacher, had but thirty francs when she heard of the failure. The American and English people where she was staying subscribed sufficient funds to pay her expenses to Hamburg, from which place she was to take steerage passage home.

Appeals for and from persons holding these letters come from all directions.

A document stating these facts and denouncing the house is preparing for publication.

THE FACTS ABOUT THEIR LETTERS OF CREDIT—STATEMENT OF WILLIAM BUTLER DUNCAN.

Mr. William Butler Duncan said yesterday that he regretted exceedingly that the cable and the newspapers should see fit to attack him as they were doing. He had done all that lay in his power to cover the letters of credit issued to persons traveling abroad, and he could not help it if he had not succeeded. Instead of there being "thousands" of those letters out, there were only 650 in all, amounting to $100,000, and against sixty of these only had the cash been deposited. For all the rest the firm held the obligations of the parties, who are rich men, and these can go to the office at any time and get them. Mr. Duncan said his father had offered to be security for £50,000 toward the redemption of the letters, and on the strength of this he [the speaker] had been negotiating ever since the failure to induce some London firm to take them up—in every instance, unfortunately, without success. Finally he went to Drexel, Morgan & Co. and stated the case to Mr. Drexel, who immediately said he would do all in his power to aid Mr. Duncan, and would only await the consent of his correspondents in England before assuming the payment of the letters of credit. Yesterday afternoon Mr. Drexel received a telegram from London, which Mr. Duncan considers favorable, stating that particulars would be cabled this morning. Judge Shipman expects to have the statement required by law finished by the latter end of next week. He has only ten days more to complete it in. Mr. Duncan was asked yesterday what had become of the Dan Bryant fund, of which he was one of the Trustees. He answered that he believes it had been all drawn, but added that if it had not it would be fully taken care of.

CHICAGO TO PROTECT THE HOLDERS OF ITS BONDS FROM LOSS BY DUNCAN, SHERMAN & CO.'S FAILURE.

CHICAGO, Aug. 5.—Controller S. S. Hayes sent to the City Council last night a communication and order in relation to the outstanding bonds and coupons of the city for which deposits had been made with Duncan, Sherman & Co. He shows that he deposited with that firm on June 26 to the coupon account $367,000, for the payment of coupons and bonds due July 1. At the time of their suspension the balance unpaid was $42,000.

He adds: "The amount of outstanding coupons and bonds is within these figures. There is question about the legal liability of the city to pay these coupons and bonds, but there can be no question about its moral obligation to provide for them. They are held, to a great extent, by small proprietors in remote countries, who are ignorant of our laws, and at a great distance from the place of payment. Duncan, Sherman & Co. were agents of our own selection, to whom we helped to give credit by intrusting them with our business for a long term of years. A great and wealthy city like Chicago cannot avail itself of a technical circumstance. It is enough for us to know that these coupons and bonds have not been paid. Although no fault of ours, both a sense of justice and a wise regard for our credit and reputation demand that we should pay them without delay. I therefore respectfully submit the accompanying order, and recommend its immediate passage, in which I have the concurrence of the Mayor and Finance Committee:

Whereas, The City of Chicago had deposited with Duncan, Sherman & Co., of New-York, the funds to pay certain coupons and bonds of the city, falling due July 1, 1875, and previously, and at the time of the failure of said house, on July 17, 1875, a portion of said coupons and bonds remained unpaid, therefore,

Be it Ordered by the City Council, That the Mayor and Controller be and they are hereby authorized and directed to pay all outstanding bonds and coupons of the City of Chicago, which have matured previous to this date.

The City Council passed the order by a unanimous vote, and Controller Hayes has telegraphed the American Exchange Bank to pay all the coupons and bonds on presentation.

ESCAPE OF EX-STATE TREASURER PARKER.

CHARLESTON, S. C., Aug. 5.—Ex-State Treasurer Parker, against whom a verdict of $75,000 was recently rendered in a suit growing out of his official frauds and embezzlement, and who was in prison awaiting criminal prosecution for similar offenses, escaped from Columbia Jail at a late hour last night. No clue has been discovered to his whereabouts, but every effort is being made to recapture him.

GRAND ARMY OF THE REPUBLIC.

NEWBURG, N. Y., Aug. 5.—The annual field-day of the posts of the Grand Army of the Republic along the Hudson was observed to-day at Iona Island. There were eight posts, nine excursion parties, and 4,000 persons on the island, with six bands of music. Post Ellis, of Newburg, won at rifle practice, and Hamilton Post, of Poughkeepsie, at the running match. A heavy rain at 2 o'clock caused the abandonment of the sports.

KILLED BY LIGHTNING.

WORCESTER, Mass., Aug. 5.—Frank Gilrain, of this city, twenty-one years of age, was struck by lightning while hoeing potatoes in Shrewsbury this afternoon, and instantly killed. The electric current entered the back of his head, separated at the neck, and came out of the body in three places. Two other young men, who stood within ten feet of him, were stunned, but otherwise uninjured.

JUMPED FROM A RAILROAD CAR.

PITTSBURG, Penn., Aug. 5.—Mrs. Rebecca Forbes jumped from a Pullman car of the Pacific express going west on the Pennsylvania Railroad this morning, at some point near Duncannon, and is supposed to have been drowned in the Susquehanna River, as her body has not yet been recovered. She was en route from England to San Francisco, traveling alone, and is supposed to have been temporarily insane.

THE MISSING CANAL DOCUMENTS FOUND.

ALBANY, N. Y., Aug. 5.—All the missing canal documents have been found in a store-room adjoining the office of John B. Yates, the Division Engineer.

GLEANINGS FROM THE MAILS

MAINE'S NEW WARRIORS.

HOW THE PEACE DEMOCRATS IN TIME OF WAR HAVE DEVELOPED INTO WAR DEMOCRATS IN TIME OF PEACE.

From the Augusta (Me.) Journal.

Gen. Roberts should be restrained by his friends. His military genius is running away with him. He seems to be trying to make up in flourishes and fandangoes in time of peace that two years and a half of active war in which he declined to fight at the crisis of the nation's fate. He can't open his mouth or seize his pen but he discourses or writes of "orders," and "minute men," and "signal guns," and "watch-fires," and "routs," and "regiments," and "brigades," and "army corps." He cannot even allude to the supporters of Gen. Connor by their baptismal name of Republicans, but he describes them as the "enemy's forces." Really nothing quite so funny has occurred since "my Uncle Toby" was compelled to leave the army in Flanders, and insisted while living on half pay in England on fighting all the battles of the great Duke's army and conducting the siege of Dendermond in his back yard, with Corporal Trim for consulting engineer and military adviser. But my Uncle Toby left the army because of a disabling wound—therein differing from Gen. Roberts—and his wise and witty companion had some points about him that we do not recognize in Corporal Emery.

Hear Gen. Roberts in his letter of acceptance! How he raves and rants! His great military soul thumping out against the restraints of the civilian's waistcoat which he was so anxious to put on before the war was half over. Hear him:

"The demoralization of our opponents in the coming election is certain; their rout not impossible.

Let the 'minute men' be warned, the watchfires speedily kindled upon the hill tops, and every true patriot and sincere lover of individual liberty be up and doing, prepared at the first signal gun to promptly respond to the summons."

And then he and his Corporal, Emery, have undertaken to organize the Democracy of Maine after the most approved pattern of the revised army regulations. They are publishing a series of "orders." They issue them jointly, and call them "our orders," and Roberts signs them as "General," but Emery, we think, omits the Corporal, and signs as plain Marcellus. Listen to one of these orders. We quote it literally. It is No. 2:

"If our orders are faithfully and promptly executed, the middle of August will find every Democrat in the State enrolled in companies, regiments, brigades, divisions, and corps, in the school districts, towns, representative classes, counties, and Congressional districts. That date will also find our whole army, for the first time in twenty years, in battle array from the New-Hampshire boundary to the Province borders, and from the Canadian frontiers to the ocean. We shall also know the exact strength and disposition of the enemy's forces."

This order is signed by Roberts as "General!" Can anything in *Tristram Shandy* equal that for side-splitting fun?

Observe, too, that this military zeal is contagious. It is inoculating the entire Democracy of Maine, that great party that is for war in time of peace and peace in time of war! The war fit is on them very heavily just now. Even the committee to advise Gen. Roberts of his nomination could not discharge their pacific and harmless task without going off sky-rocketing. Roberts, they assure him to his face, is to "lead the van" and "bear aloft the standard," while the rest of them are going to follow in "serried columns." This is the way our distinguished fellow-citizen, Col. George Washington Stanley, talks. Think of our venerable friend with his portly frame and handsome face "serrying" along in a column sustained on either side by Lorenzo de Medici Sweat and James Chrysostom Madigan. Why the name of the one and the unctuous face of the other would start the perspiration in much cooler weather than we now enjoy. But Roberts "leading the van," and Emery along issuing "our orders," with Stanley and Sweat and Madigan a "serrying" in columns and the whole Democracy of Maine forming in the rear (they are used to the rear both in peace and in war) in companies, and regiments, and brigades, and divisions, and army corps, and all getting into "battle array" —Great Jemima! What a sight!

A ROTTEN BRIDGE.

THE RECENT NORTHERN PACIFIC DISASTER —CENSURE FROM A CORONER'S JURY.

The St. Paul (Minn.) *Dispatch* prints a full report of the evidence before the Coroner's jury in relation to the recent accident on the Northern Pacific Railroad near Brainerd, Minn., from which it appears that the bridge has been in an unsafe condition since May last, its condition being a subject of common talk among citizens, and having been reported to Kimberly, resident engineer of the Northern Pacific, and Wallace, the bridge foreman, who examined the bridge. Wallace said in June he was going to repair the bridge, and was told by Edward White, bridge-builder by occupation, that it was time; if he didn't soon he would have a train through it. White and other witnesses swore that on account of the centre piers being low, the bridge sagged down in the centre; that one of the lower cords was dangerously rotten; that some of the braces were rotten; that the bolts needed tightening; that the foot-braces and step-iron to the braces were broken; that one of the side-braces was two inches out of place, and that the west span had swayed two inches from its place. One witness saw the bridge swinging sideways as trains went over, and cautioned the company employes, saying it was likely to be displaced by such swinging, so that it would break down under the next following train. One passenger thought the cars were off the track when the bridge went down. All the others thought none went off the track till after the bridge broke. The company's officers and employes hold the theory that the bridge was broken by a car-brake falling down and throwing some car off the track and against the side of the bridge. The jury's verdict, however, is as follows:

That the above-named persons, Peterkin and Grandson, came to their deaths on the 27th of July, 1875, by the falling of the railroad bridge over the Mississippi River at or near Brainerd, Minn., while freight train No. 5, drawn by engine No. 45, of which they were engineer and fireman respectively, was passing over; and we further find that the above train No. 5, was passing the bridge at the usual speed, about four miles per hour; that the west span of the bridge broke first, caused by its being constructed of unsuitable and unsound timber; that it broke by the actual weight of the train, and that the whole bridge was considered unsafe by persons not connected with the Northern Pacific Railroad, and several who were—men who were competent to judge of its condition; and we further find that several officials of the Northern Pacific Railroad, whose duty it was to make examination of the bridge as to its safety, were either incompetent to judge of its condition or were guilty of gross neglect in not making the necessary repairs; and we further find that the conductor of said train did not warn the passengers of their danger when he had ample time to have done so.

The above censure of the conductor was based on his own evidence, that, after looking out from the caboose and discovering what had happened, he jumped from the car before it was on the bridge, without saying anything to his passengers, who, if they had been then warned, could have easily escaped.

SHOCKING MURDER AT PETERSHAM, MASS.

On the 4th ult. Frederick P. Towne, a well-to-do farmer living two miles from Petersham, Mass., suddenly disappeared, and his brother-in-law, S. J. Frost, announced that he had gone to California, and left his property in his charge. Nothing further was developed concerning the matter, and no general suspicions of foul play were entertained until Sunday forenoon, when the mutilated body of the missing man was found in a field adjoining his farm. The limbs had been hacked from the trunk, and decomposition had made rapid progress, but there was no room for doubt as to the identity of the remains. It is known that there was a fierce quarrel between Towne and Frost on the morning of the 4th ult., and for this and other reasons the latter is believed to be the guilty man. The Sheriff of Barre arrested Frost at noon Sunday, and an inquest was held. The jury brought in the following verdict: "That Frank P. Towne came to his death on the morning of the 4th of July, at or near the hour of 5 o'clock, at the hands of Samuel J. Frost." Frost was brought before Trial Justice Woods and bound over to await the action of the Grand Jury at Fitchburg. Frost has a wife and four small children, who have the sympathy of the community, Mrs. Frost being an estimable woman. Frost was deeply in debt to Towne and others, and the hope of getting clear of some of his debts seems to be the only cause for this cold-blooded affair. Death was found to have been caused by a blow upon the skull, which was badly shattered, and the body was probably mutilated in order to be more easily removed. It was found it had been first buried whole, under the barn, where it probably remained a week or more.

ONE IDIOT IN THE FAMILY.

The Salem (Mass.) *Gazette* narrates the following: "A firm in a neighboring town being obliged to suspend operations on account of the unfaithfulness of one of its members, a number of citizens subscribed certain sums to effect a resumption of the work, and to encourage home industry. But their kindness was imposed upon, and they found themselves so much out of pocket. One of the parties, in filling out the census paper, placed under the head 'How many idiots in the family?'—one. 'How is that?' inquires the census taker. 'I was not aware that there were any in your family.' 'Oh, yes, there is one. I made a fool of myself when I signed that subscription paper.'"

THE TEXAS TRIBUTE TO JEFF. DAVIS.

The Marshall (Texas) *Herald* thus explains the plans and objects of a Texas association recently formed to aid Jefferson Davis:

First—It is proposed that an association shall be formed in every county in Texas, each acting entirely independent of the other, and that whatever money is collected in each county shall be deposited in one of their own local banks, or some other safe place, subject to the draft of Hon. Jefferson Davis when needed.

Second—That the initiation fee shall be fixed at $1. This renders it a general fund, enabling every citizen so disposed to contribute to it. It comes, then, as a spontaneous, free-will offering of an entire people to a representative man, justly regarded as illustrious in all those noble attributes which dignify human character. Some here have enrolled not only their individual names, but their wives and each one of their children, at $1 each. Others again have given $20 and $50, and some as much as $100. This was their grateful privilege.

Third—As a free-will offering it is not proposed to control Mr. Davis in the selection of a home, but to allow him to look over Texas and choose for himself; to select a place where he will be content to pass the remainder of his days in peace and quiet and surrounded by every comfort.

A CONSIDERATE GHOST.

HE THROWS STONES ABOUT A HOUSE IN MICHIGAN FOR NEARLY A YEAR, BUT INJURES NO ONE.

There having been stories circulated relating to the "haunted Turner farm," four miles south of the village of Byron, in Shiawassee County, Mich., a lady from Byron recently visited the locality, and sends her observations to the Detroit *Free Press*, as follows:

"Arriving at the farm Mrs. Turner, in explanation of the phenomena, said that she did at first think the stones were thrown by human persons, but is now perfectly satisfied that they are not. She did not believe in the supernatural, but had always been a Methodist, and previous to August last had never seen or heard anything she could not account for. Continuing the recital, Mrs. Turner said that her husband had purchased the farm a little over six years ago, and at that time it contained a lot which had been used as a burying-ground by former owners. According to the terms of the bargain the friends of those buried there proceeded to remove the bodies, Mr. Turner assisting them in that work. A gentleman living in Flint, named Brown, had a mother buried there. He was very angry about the removal of the body, and was heard to say many times that, if there was such a thing possible, and he should die first, he would haunt Turner for this act. Last August Brown died. That same month this stone-throwing was commenced. The Turners assert that they did not know of Brown's death until some time after. The first stone thrown was one evening about sundown, while Mrs. Turner was milking, the stone falling by her side, and about the size of a man's fist. She called immediately to her son, about ten years of age, not to repeat the act, as he might frighten the cow and hurt her. He replied that he had not thrown anything. Just then two more came down, one striking near her and the other near the child. Mr. Turner, who was unharnessing his horses near by, called out angrily, looking about to see whence they came: 'There, that will do; throw no more stones here or you will find, whoever you are, two can play at that game!' More stones came flying, and both Mr. and Mrs. Turner began to search for the person throwing the stones. They found themselves puzzled to find out from what direction they came, for they could not see the stones till they were within a few feet of them, and apparently coming from all directions. This sort of thing kept up for several days before they informed their neighbors and friends and asked for help in finding the cause. The neighbors came, and the stones continued rapidly falling about them in their search for the person throwing them. Everybody gave up, declaring they could not solve the mystery. A peculiarity of this stone-throwing has been that with all the apparent recklessness with which they fell, there has been no one hurt. They have passed by the persons so near as to brush their clothing, and then fall to the ground near by, not even denting the soft ground. Mr. Turner last Fall was very anxious to have snow fall, as he reasoned that if the stones were thrown by living individuals, their tracks would betray them. The stones continued to be thrown all Winter, even when the snow was deep. They would fall upon the roof of the house and roll down, leaving scarcely a vestige of their course in the snow. No tracks of persons whatever could be found. Mrs. Turner says it is more as if the stones were swiftly carried by than thrown. Certain of the stones were carried home by the neighbors and privately marked. These identical stones would soon be found again in Turner's yard. A thousand or more persons have visited the place, and a great many have themselves seen the stone throwing, but vastly many more have waited and went away without seeing it, and have pronounced the whole thing a humbug. Mrs. Turner says the stones ordinarily commence to fall at 10 o'clock in the forenoon and continue to be thrown until dark. None have ever been hurled after dark. None were thrown on the occasion of the visit here described, the last having been seen Sunday afternoon. The shower of stones is not so great as last Summer, and the family are in hopes it will stop altogether.

HALO AROUND THE SUN.

BRILLIANT DISPLAY ON SUNDAY—OBSERVATIONS IN THIS STATE, VERMONT, AND NEW-HAMPSHIRE.

Newspapers printed in Syracuse, Utica, Schenectady, and Troy, in this State, in Rutland, Vt., and Laconia, N. H., make mention of a remarkable halo around the sun which was seen on Sunday last. The Syracuse *Journal* thus describes it: "Shortly after 10 o'clock a complete luminous circle around the sun, of the colors of the rainbow, was seen, and at the same time, in the east a segment of a brilliant rainbow, with another scarcely less distinct in the south, and, directly overhead, several concentric rings like their counterpart, the main circle about the sun, were also visible. This phenomenon continued in much brilliancy for about half an hour, and for an hour the halo about the sun was distinctly, though less brilliantly, visible. During a part of the time, the sun's disc was traversed by a vertical band of white, and the circle around the sun inclosed an elliptical band of white whose extreme length extended from one inner side to the other of the circle, northerly and southerly. With the aid of a smoked glass these various bows were distinctly to be seen, but to the naked eye the spectacle was oppressive. The bows in the east and south were in opposition to the ring about the sun, (like the ordinary rainbow,) but only a small part of either of the arches was visible."

To the Troy *Times* Mr. John W. Helmstreet furnishes the following: "The halo, or rather combination of halos, yesterday, was an unusual phenomenon, and for nearly two hours presented a beautiful appearance. It was first noticed at 11 o'clock A. M., as a single prismatic ring of 22° radius, the colors being unusually brilliant. At 12:13 o'clock P. M. four concentric circles were seen, the two occupying positions respectively east and west of the principal halo showing no prismatic tints, while the large one, which had a diameter of 90°, was deeply tinted on its southern edge. At 12:35 P. M. the outer circles disappeared, and at 1:30 P. M. the entire appearance had vanished. The sky at the time was covered with a layer of thin and attenuated cirrus clouds, which are composed of minute crystals of ice. These crystals occupied every possible position with respect to the sun's light, and as the sun's rays contain all the colors of the spectrum, the conditions attending the formation of such a halo or halos were extremely favorable. Phenomena of this character are rare in this latitude, but are frequent and much more complex and beautiful in the higher northern regions."

In Rutland, Vt., we are told by the *Herald*, of that place, some of the people, as they came out of church, were considerably alarmed, believing that it was one of the signs of the end of the world, and quite a number gathered around the Pastor of one of the churches asking an explanation. Fortunately he was able to give the explanation, and their alarm was speedily dissipated.

THE FLOODS IN HUNGARY.

W. L. writes to the London *Daily News*: "I have before me the *Pester Lloyd* of July 2. Its description of the floods of June 26 is heartrending. Hundreds of people have lost their lives, streets suddenly became streams, and people were carried off their legs without a moment's notice and washed into the Danube. Others were drowned in their houses. Thousands of people in positions of comparative ease have been rendered houseless or penniless. One of the banks in Buda has been washed away, cash and all. A great sewer burst upon which the building stood, the building fell in, and was washed away, and the great bank safe with all its contents was washed one knows not where—most probably into the Danube. The same paper of July gives an account of how a Herr A. Askie rescued thirty-two persons, and narrowly escaped losing his own life. It may interest your readers to learn that this Mr. Albert Askie is an Englishman, and holds an English passport granted to him in April, 1872, through Sir Andrew Buchanan, her Majesty's Ambassador in Vienna. English bravery was thus represented at the scene of danger, and it is to be hoped that English charity will be as conspicuously prominent in relieving the distressed."

A RICH MAN KILLED BY THE CARS.

The San Francisco *Call* has the following account of the manner in which Mr. James Carson, a wealthy citizen of Oakland, Cal., met his death on the 27th ult.: "He was a passenger on the 8:20 A. M. train from Broadway Station, for San Francisco. At the Market Street Depot he was to meet a friend, and stepped off the car for that purpose. But the gentleman in question had stepped on one of the cars in the meantime, and Mr. Carson attempted to board the train as it was moving off. He was standing at the time on a pile of gravel used for ballasting the track. The gravel yielded to his weight, and he fell under the wheels and was dragged along for some distance and terribly mangled. Both legs were severed from the body. He sank rapidly and died at 3 o'clock in the afternoon. Mr. Carson was a heavy stock operator, and was largely interested in many mines. He was a partner in the well-known firm of Busse & Carson, Salt Lake City, and owned nearly all the smelting works in that city. He was reputed to be worth over a million dollars. He was fifty-six years of age, and leaves a wife and one adopted child. Mr. Carson was well known in the East. He had resided in California about one year."

THE CROPS IN HUNGARY.

The Hungarian journals publish a series of reports on the state of the crops. According to the intelligence given, the harvest will be, to say the least, a medium one in point both of quantity and quality; in many districts the result will be satisfactory, and in some there will be even more than an average crop. On the other hand, in the provinces of Foronta, Bacs, and Femes, it will be below the general run. The tobacco plant has been destroyed by grasshoppers. Hopes are entertained that the attack of these insects will not extend to the maize.

LAW REPORTS.

TWEED'S CASE.

THE APPEAL OF THE PEOPLE AND THE APPEAL OF TWEED—ARGUMENT TO BE HEARD TO-DAY TO VACATE A STAY OF PROCEEDINGS.

Counsel representing the Attorney General in the suit of the People against William M. Tweed have given notice that they will press on the argument on the appeal taken from Judge Donohue's decision ordering a bill of particulars to be furnished to Tweed at the adjourned General Term of the Supreme Court, to be held on July 23. After that appeal was taken Judge Barrett rendered his decision denying Tweed's motion to reduce his bail, and to vacate his order of arrest. From this decision Tweed's counsel gave intimation that they would appeal, and they were immediately served with an order of Judge Davis staying their proceedings until the appeal of the people should be first heard. This stay Tweed's counsel wish to have vacated, and for that purpose submitted to Judge Westbrook in Supreme Court, Chambers, yesterday, an affidavit as follows:

SUPREME COURT.—*The People of the State of New-York vs. William M. Tweed, impleaded.—City and County of New-York, ss.*—Robert E. Deyo, being duly sworn, saith that he is one of the attorneys for the defendant Tweed; that on Saturday, July 31, Mr. Justice Barrett decided a motion against said defendant of which they learned too late to enter the order; that on Monday, Aug. 2, deponent's firm served a proposed order with notice of settlement for Wednesday, Aug. 4; that on Tuesday, Aug. 3, at the request of a clerk of Mr. Peckham's, they agreed to adjourn the settlement till Friday; that on Wednesday noon they were served with a stay of proceedings granted July 31; that they would not have consented to said adjournment had they known it was intended to get this stay; that they desire to have the order against them by Judge Barrett entered, and to appeal and notice the appeal; that they further desire to appeal from that part of Judge Donohue's order which denies a portion of their motion, and notice the appeal; that the stay of proceedings will prevent their taking any of these steps, and will prevent their appealing and proceeding with their case, while the same order is based on an affidavit that it is important that this case be made ready for trial as soon as possible; that they have never been asked to extend the time to comply with the order for a bill of particulars, but are perfectly willing to do so. R. E. DEYO.

Sworn, &c.

Upon this affidavit Judge Westbrook made an order as follows:

"Upon the foregoing affidavit, let the plaintiffs show cause at Chambers, on the 6th day of August, 1875, at 11 A. M., why the stay of July 31 should not be modified so far as to permit the defendant to endeavor to get any order made against him entered, to appeal from any order, and to notice any appeal."

The stay of which defendant's counsel complains was made on an affidavit on behalf of the people that it will be impossible to comply with the order of Judge Donohue; that an appeal has been taken from such order to the General Term; that the time to comply with said order will expire before the next General Term, and that it is important the case should be made ready for trial as soon as possible. The order is as follows:

On the foregoing affidavit of George W. Carr, and on all the papers and proceedings in the case, and on motion of the Attorney General, let the proceedings of the defendant Tweed, herein, be stayed until the hearing and decision of the appeal of plaintiffs from the order of the Special Term, ordering plaintiffs to serve a bill of particulars. Ordered further, that the appeal be placed on the calendar of the General Term, and noticed for and heard at the adjourned day of the present General Term, the 23d of August, 1875, and in default of the plaintiffs bringing on said appeal for a hearing at said time, the stay herein granted is vacated. The Clerk of the General Term is hereby directed to place such appeal on the calendar for said adjourned court.

NOAH DAVIS, Presiding Justice.

The notice of argument of the appeal, given by the people, from Judge Donohue's decision, has been served on Tweed's counsel, and is as follows:

"Take notice that the appeal in the above-entitled action from the order of the Special Term, directing the plaintiff to serve a bill of particulars, and other provisions, will be brought on for hearing at the present General Term of this court, on the 23d day of August, 1875, being the day to which said term now stands adjourned, held and to be held in the new County Court-house, in the City of New-York, in and for the City and County of New-York, in the First Department, at the opening of the court on that day, or so soon thereafter as counsel can be heard, and the adjournment thereof will then and there be moved as a preferred cause above all other business in the said court."

THE OUTRAGE ON THE BATTERY.

CONTINUATION OF MISS IGOE'S TESTIMONY—THE ALLEGED ATTEMPT TO INDUCE HER TO LEAVE THE CITY—DISCHARGE OF OFFICER MULVEY.

The case in which Officers Terence Finnerty and James Mulvey, of the First Precinct, were committed to the Tombs on a charge of assaulting Miss Maggie Igoe, on the Battery, on Friday night last, was resumed yesterday morning, before Justice Otterbourg, at the Tombs Police Court. Mr. Dana appeared on behalf of the District Attorney, and Mr. Price for the defendants. Miss Igoe's cross-examination was continued. She testified: The day I first came to this Court to make this charge I pointed out the defendants and told the facts to the Judge; when I made my affidavit I knew which was Finnerty and which was Mulvey; I did not tell Capt. Petty that Finnerty was the first officer I saw on Friday night; when I was put in the room at the hotel the door was locked on me; I asked the man who locked the other girl and myself in to give me the key, but he refused; there was a bolt on the inside of the door; the next morning I went to the station and inquired for the Sergeant who was on duty at 12 o'clock the night before; I was told that he was asleep, but that I could see him at 10 o'clock; I waited at the corner until 10 o'clock, and was then told that the Sergeant had gone; when I left the hotel I met Jane, the other girl, and she told me that she was going to get her breakfast; at 4 o'clock in the afternoon I went again to the station, but could find neither Captain nor Sergeant; I had made no complaint up to that time; I was told that I could wait; then a man raised a window in the room, and called me by my name, and I went away; on Sunday I saw the Sergeant, and made my complaint; I did not see Capt. Petty until the next morning.

Justice Otterbourg said that the testimony as to what took place at the hotel was not pertinent to the issue, which was a charge of outrage. If any outrage had been committed, it was on the Battery, for no power on earth could have taken the complainant to the hotel against her will.

Witness resumed—Never in my life have I made a complaint like this against another man; on Saturday morning some one influenced me to go to Capt. Petty and make a complaint; two other men were present when this man told me to make the complaint; I saw these men at a bar-room on a corner above the station, on the other side of the street; I did not go inside the bar-room; I could tell the man who told me to make the complaint if I saw him, but I do not know his name.

Mr. Dana wanted to show that money had been offered to complainant to get her out of town. Mr. Price said he would not object if either of the defendants could be shown to have entered into a conspiracy to get the girl to go away.

Witness resumed—I saw a man named Michael Kelly at the station; [witness pointed out Kelly in the court-room;] Kelly called me to him, and said that my friend, the other girl, was outside, and that induced me to go out; I saw another man, William Westfall, outside, but did not see my friend; [witness pointed out Westfall in the court-room;] Kelly knew all about the outrage; I had told him before; one of these men offered me money to go away; I do not know how much; he offered me money to go home to my father and mother in Ireland; he offered, also, to buy me a hat and a dress; Kelly made me these propositions, and he and Westfall then took me to a hotel.

Mr. Price moved to strike out this testimony as to inducements to go away, as they formed no part of the charge proper, and as there was no proof that either of the accused were present at the time they were offered.

Mr. Dana argued that the offering of these inducements was a link to show that it was probable that the offense charged had been committed, as if it had not been committed there would be no motive for offering such inducements.

Mr. Price said that unless the accused were shown to be privy to the offers made they could not be prejudiced by what might appear to be the unfounded and injudicious action of friends.

Justice Otterbourg said that at the present stage of the case he would not allow Mr. Dana to go further in the matter of inducements than to merely show that inducements were offered the complainant to leave the city. It was not denied by the defense that inducements had been offered, and it was not necessary to go into details to prove a fact admitted to be true.

Mr. Dana said the details he wanted to show were that Kelly and Westfall, under the pretext of taking complainant to find her friend, took her to a hotel, and then to Coney Island, where they tried to get her drunk, and where their actions became so suspicious as to excite the attention of two ladies, who put her on her guard against the men, and took charge of her, and subsequently had her brought before Capt. Petty to make her complaint.

Witness resumed, in answer to the court—Mulvey was the officer who met me at the ferry, and introduced the other girl and myself to Finnerty as lady friends of his; Mulvey never molested me at any time, either on the Battery or at the hotel; I do not know whether Mulvey could see Finnerty when Finnerty assaulted me on the Battery; but I think he could not.

Justice Otterbourg then called up Mulvey and said: "Under the evidence I am obliged to discharge you as not being an accessory to the crime charged, but I am sorry to say that I cannot honorably discharge you."

The further examination was then adjourned until 11 o'clock this morning. Finnerty was remanded to the Tombs, and he and Mulvey were paid their last month's salary by Capt. Petty in the court-room. Capt. Petty says that charges against both the officers will be preferred before the Police Board.

UNITED STATES SUPREME COURT.

PATENT—ASCERTAINMENT OF DAMAGES—AMENDMENT AFTER DECREE.

Nos. 118 and 119.—*Charles M. Tremain and William B. Tremain, Appellants, vs. Alonzo Hitchcock, et al. and a cross appeal.*—Appeals from the Circuit Court of the Southern District of New-York. Mr. Justice Strong delivered the opinion of the court.

The bill filed by the complainants in the court below set forth that a patent for a "tremolo attachment" to musical instruments was granted on the 27th of June, 1865, to R. W. Carpenter; that subsequently the patentee assigned the letters patent to the complainant; that on the 18th day of May, 1869, they surrendered the patent, and obtained a reissue to themselves, (No. 3,444,) and that the defendants had been guilty of infringing their rights under the patent. To the complaint thus exhibited the defendants answered, admitting the grant of the letters to Carpenter, but denying all knowledge as to the truth of the allegations that Carpenter had at any time assigned his interest to the complainants, or to any one or more of them, and therefore denying that the complainants had any interest in the said letters patent or to the "reissues" of the same, as set forth in the bill of complaint. The answer further averred that Carpenter was not the original inventor of the tremolo attachment, but that it was known and was in use before his alleged invention was made. Still further the answer denied that the defendants had infringed upon the rights and privileges granted by the patent dated June 27, 1865, "or by any of the reissues of the same." To this answer a general replication was put in and the parties went to trial, when the complainants gave in evidence, without objection, reissued letters-patent No. 3,665, dated Oct. 5, 1869, which had been granted on the surrender of the first reissue No. 3,444. This second reissue was not set out in the bill, but it is plain both parties supposed it was, through all the progress of the trial. As we have noticed, the answer denied infringement, not of the single reissue mentioned in the bill, but of any of the reissues. No other than No. 3,665 was put in evidence. The decretal order to account expressly mentioned it. The evidence taken by the master under the order of reference related solely to attachments sold by the defendants after the second reissue was granted. In the exceptions taken by them to the master's report no intimation was made that the rights of the complainants under the reissue 3,665 were not on trial, and not even when the final decree was made was it suggested that the parties had been trying the case on an issue not made by the pleadings. Practically, indeed, the rights of the complainants under the second reissue, and the defendant's infringement thereof were in issue, under the answer and the replication. We think, therefore, the order of the court directing that the record be amended by inserting in the bill an averment of the second reissue was properly made, under the circumstances of the case, though made after the final decree. It deprived the defendants of no rights which they had not enjoyed during all the progress of the trial. It may well be denominated only an amendment of form, because it introduced no other cause of action than that which had been tried. It is true that an amendment which changes the character of the bill ought not generally to be allowed after a case has been set for a hearing, and still less after it has been heard. The reason is that the answer may become inapplicable if such an amendment be permitted. But in this case the defendants were not prejudiced. They had every advantage they could have had, if the bill had originally averred the second reissue. The case is undoubtedly anomalous, but we think justice would not be subserved by denying to the Circuit Court the power to order such an amendment as made, after the cause was tried precisely as it must have been tried if the bill had originally contained the averment inserted by the amendment. On the merits the decree below in favor of the complainants is affirmed, the court sanctioning the rule adopted that the general expenses of the whole business is to be taken into consideration when estimating the deduction to be made from the price obtained in the sale of organs with the attachment.

CONFISCATION—LIFE ESTATE OBTAINED BY FRAUD—A REMINISCENCE OF THE WAR.

No. 129.—*Peter Monger, appellant, vs. Thomas Shirley.*—Appeal from the Circuit Court for the Eastern District of Tennessee. Mr. Justice Swayne delivered the opinion of the court.

Shirley was the complainant in the court below. His bill alleges that Monger instituted proceedings against him by attachment, in the Circuit Court of Hamilton County, Tenn., upon a promissory note purporting to be executed by Shirley to John W. Westmoreland, for the sum of $10,960, dated Dec. 15, 1863, payable three months from date, and indorsed by the payee to Monger; that a judgment was rendered against Shirley, by default; that a large and valuable farm belonging to him was sold under the judgment and bought by Monger; that Shirley was then absent from Tennessee, and was ignorant of the proceedings; that the note and indorsement were forgeries, and that the whole proceeding, culminating in the sale of the farm, was a gross fraud upon Shirley, perpetrated by Monger. It is further alleged that Monger, in certain proceedings in confiscation in the District Court of the United States for the District of East Tennessee, had fraudulently acquired a title to the life estate of Shirley in the farm. The prayer of the bill is that Monger's titles may be annuled; that he may be compelled to account for the rents and profits of the property, and for general relief. Monger answered, and denied all the material allegations of the bill. Testimony was taken upon both sides. The court below sustained the bill, and decreed accordingly. Monger therefore removed the case by appeal to this court. The power of a court of equity to annul judgments and decrees, and all titles acquired under them, for fraud, where the rights of bona fide purchasers have not intervened, is too well settled to require discussion. (Freeman on judgments, secs. 486, 489, 490, 491; 1 Story's, Eg., sec. 252.) The facts alleged by Monger are as follows: Shirley sympathized with the rebel cause, and early in the war removed to Georgia, within the insurgent lines. While he was there a man claiming to be John W. Westmoreland came to Tennessee, passed through the lines of the Union Army, and offered to sell the note to Monger for its face in Confederate paper, which was then and there worth ten cents on the dollar. Morgan bought the note, under due, and paid for it accordingly. The deposition of Westmoreland was taken in December, 1868. He testified that about three months before that time a man claiming to be John W. Westmoreland came to his house, and said that the object of his call was to ascertain whether they were related. He mentioned that he had sold the note of Shirley to Monger. The witness had never seen him before and never saw him afterward. The note disappeared from the files of the court and could not be found. There is no proof of any consideration for giving the note and none of its execution, as to time, place, or circumstance. The testimony of John W. Westmoreland was not taken, and there is no proof that a person of that name was or had been in existence, except the testimony of the David Westmoreland before mentioned, and his further testimony that he had a brother so named who lived and died in Missouri before the war. According to Monger, the seller of the note came secretly and departed secretly. There is no proof that at that time he saw any one but Monger. There is no trace of his residence or presence anywhere before or afterward. The deposition of David Westmoreland in nowise identifies the stranger who called on him as the person he assumed to be. The testimony is injurious to Monger. That person, whoever he was, was living in the Fall of 1868, while this suit was pending, and more than four years after the alleged transfer of the note to Monger. He was willing to give Monger the benefit of his declarations to David Westmoreland for whatever they were worth. His disappearance and subsequent non-appearance can only be accounted for on the ground that he was afraid to put himself within the reach of the law by appearing as a witness. On these facts and other evidence the note is held to be a forgery, and the decree below is affirmed, the court holding that the life estate obtained by Monger by the confiscation proceedings must be held to have been taken as he took the title under the attachment proceedings—in trust, *ex maleficio*—for Shirley, and subject to all his equities.

A SUIT FOR HARBORING A WIFE.

Mansfield Compton, formerly of Elizabeth, N. J., has brought suit in the Supreme Court, by service of summons, against Josephine de Cardennas, of No. 71 Park avenue, in this City, charging her with enticing his wife away from her home in Elizabeth, and by her influence detaining and harboring her at the said house in Park avenue, thus injuring him to the extent of $50,000, for which he asks a judgment. Subsequently to the service of summons in the suit an order was issued by Judge Westbrook for the examination of the defendant before trial. No appearance having been made for examination by the defendant, proceedings were instituted to punish her for contempt of the order of the court. These proceedings came before Judge Westbrook, in Supreme Court, Chambers, yesterday, when affidavits were submitted on the part of the defendant that she had never been served with the summons or order to testify, and that the party who made the affidavit of service on her, admitted, on seeing her, that she was not the person he served.

The affidavit on which the summons to testify was granted, states that the testimony sought to be obtained is in proof of animosity on the part of defendant toward plaintiff; that defendant enticed his wife away; that the residence to which she was enticed was improper, imprudent, and dangerous; that said wife is addicted to strong drink, and at times becomes disorderly, and sometimes insensible; to prove the persons who are in the habit of frequenting said residence; that his wife is in said residence under the control and influence of the defendant, performing the duties of nurse and attendant to her (defendant's) children; to prove how and in what manner the defendant supports and maintains herself, and from whom and what source she derives income, the extent thereof, and if it is sufficient or otherwise to support such establishment; to prove that his wife has a separate income in her own right, and that defendant is endeavoring to get control thereof, and has already received a portion thereof as an equivalent for maintaining and harboring his said wife; that such harboring is in fact for the purpose of getting possession and control of said separate estate, and keeping the same out of the possession of the plaintiff's said wife, and for the use and benefit of the defendant in maintaining her said establishment; that the plaintiff's said wife is a person of weak mind and disposition, and is easily misled and influenced, and when under the influence of strong drink, easily imposed upon and influenced and taken advantage of.

Owing to the conflict of evidence as to the service of the summons to testify, Judge Westbrook adjourned the matter until Thursday next, to allow further testimony of service to be furnished.

COURT NOTES.

Eugene Oppenheim, indicted for robbery, was yesterday released on giving $2,000 bail at the District Attorney's office. Moritz Herzberg, liquor-dealer, No. 46 Vesey street, became his bondsman.

In the Court of General Sessions yesterday John Kulder, a German bar-keeper, was charged with stealing a coat from a man named Schrimer, of No. 41 Chrystie street. Kulder proved that he borrowed the coat from Schrimer's wife, and the jury acquitted him.

William Armstrong, who had been held by Commissioner Shields for an examination on a charge of passing a counterfeit $10 greenback on Albert W. Flashner, of No. 297 Seventh avenue, was discharged yesterday, the evidence failing to sustain the complaint.

Reuben Rubenstein, of No. 242 Rivington street, yesterday accused Charles Stanfield before Justice Smith, at the Essex Market Police Court, of stealing from his rooms a new overcoat of the value of $27. Stanfield pleaded not guilty to the charge, and gave bail to answer at General Sessions.

The will of Mr. George T. Strong, late Treasurer of Trinity Church corporation, was admitted to probate by Surrogate Hutchings yesterday. He leaves an estate estimated at about $100,000 to his widow, to revert at her death to his children, and names his widow as Executrix, and Messrs. John R. Strong, Charles E. Strong, and James F. Ruggles as Executors of his will.

Mrs. Henrietta Lemkin, of No. 202 South street, while standing in front of a dry goods store in Grand street, near Forsyth, on Wednesday afternoon, had her pocketbook stolen from her. Herman Karl was suspected of the theft and arrested. He was brought before Justice Smith, at the Essex Market Police Court, yesterday, and held in $1,000 bail to answer.

Detective John DeB. Smith, of the Special Service Squad, who was detailed to watch the Old Colony Line of steamers, at Pier No. 26, North River, on Wednesday afternoon caught Samuel Van Duyn, of No. 78 First street, in the act of opening one of the state-rooms on board of the steamer Providence by means of a false key. At the Washington Place Police Court yesterday he pleaded not guilty to a charge of attempted burglary, and was held in $1,000 bail to answer.

At the Washington Place Police Court, yesterday, Clark Jackson, colored, of No. 150 West Thirty-third street, accused Jemima A. Tredwell of bigamy. In his affidavit before Justice Bixby, Jackson swears that he was married to Jemima, at No. 68 Grand street, in July, 1867, by Rev. W. W. Decker. They lived happily together until September, 1874, when she deserted him for another colored "gentleman," named Thompson, at present living at No. 974 Third avenue. On Tuesday last Jackson saw his erring wife in company with Thompson, and caused her arrest. She was held in $300 to answer the charge.

RECORDER HACKETT'S COURT.

In the Court of General Sessions yesterday, Recorder Hackett presiding, Assistant District Attorney Rollins prosecuting, William Ransom, laborer, of No. 85 Cherry street, pleaded guilty to assault and battery, and was sent to the Penitentiary for one year. Berthold Wallheim, a clerk in the employ of Trier & Wolff, of No. 724 Lexington avenue, charged with embezzling from his employers various sums amounting in the aggregate to over $300, pleaded guilty to grand larceny, and was sent to State Prison for two years and six months. John T. Mayer, a blacksmith, entered the apartments of William J. McKee, No. 58 Great Jones street, on July 14, and stole $6 worth of jewelry. Having acknowledged his guilt he was sent to State Prison for two years. Peter McCormick, a laborer, living at No. 508 West Thirty-seventh street, was convicted of a detestable crime, and sentenced to the full penalty—ten years in State Prison at hard labor. Michael Burke, a sailor, charged with assaulting a shipmate named Andrew Egan with a slung-shot at Lewison's sailor's boarding-house, No. 282 Front street, inflicting serious wounds, was convicted of assault and battery and sent to the Penitentiary for one year. Henry O'Brien, a clerk, living at No. 22 Bond street, who stole nineteen pairs of spectacles valued at $64 from John G. Hogg, of No. 53 Nassau street, on July 2, pleaded guilty to grand larceny, and was sent to State Prison for two years and six months. John Creaty, Thomas McManus, and Charles Heslin, charged with breaking into the tailoring establishment of George McDonald, at No. 66 Bleecker street, on the night of July 22, and stealing cloth valued at $65, admitted their guilt before the Recorder, and were each sent to State Prison for two years. Thomas Ryan, a teamster, who stole a horse valued at $125 from his employer, Ely Martin, an expressman, and sold it to Michael Caroll for $40, by whom it was in turn sold for $45 to Peter Miller, of No. 308 East One Hundred and Twenty-eighth street, where the animal was discovered, was found guilty and sent to State Prison for three years.

A COURAGEOUS WOMAN.

On the night of the 17th of July Miss Teresa Callahan, a young lady of rather slight physique, who keeps a confectionery store at No. 337 East Twenty-first street, heard a noise of breaking glass after she had retired to rest, and concluded that her premises had been entered by burglars. She got out of bed, searched the apartments, and found a muscular-looking fellow, who pretended to be asleep. She pluckily seized the intruder, and, raising an alarm, succeeded in detaining him until the arrival of an officer, by whom he was taken into custody. The thief, who gave the name of Michael Kiernan, was placed on trial by Assistant District Attorney Rollins, in General Sessions, yesterday. After hearing the evidence of Miss Callahan, Kiernan pleaded guilty to burglary in the third degree, and was sentenced by Recorder Hackett to one year in State Prison.

DECISIONS.

SUPERIOR COURT—SPECIAL TERM.

By Judge Speir.

Brevoort vs. Brevoort.—Order settled.

Lustig vs. Lustig.—Application for a stay for a rehearing denied, and order settled.

Halpin vs. The Third Avenue Railroad Company.—Case and exceptions settled.

Sutro et al. vs. Fargo, President, &c.—Case proposed for settlement is imperfect; defendant's attorney must correct it.

COURT CALENDARS—THIS DAY.

SUPREME COURT—CHAMBERS.

Held by Westbrook, J.

Nos.		Nos.	
56½	Nathan vs. Kitchen.	168	Coe et al. vs. N. J. Midland R. R. Co.
108	Schell vs. Arkenburgh.	181	Matter of Hubbard.
140	Antes vs. Buddensick.	191	Ross vs. Ross, &c.
		192	Feuel vs. Weber.

NOTICE.—Supreme Court, Chambers, will open at 9:30 o'clock on Friday, Aug. 6. Calendar will be called at 11 A. M. By order of T. R. WESTBROOK, J.

COURT OF GENERAL SESSIONS.

Held by Hackett, Recorder.

Henry Newman and Patrick McKeon, robbery.	Benne McCullum, assault and battery.
John Coffey, burglary.	Louisa Brown, petty larceny.
Michael Tully, burglary.	James Williamson, petty larceny.
Palo Bullo, grand larceny.	Robert Suffrage, petty larceny.
Frank Reinhart, grand larceny.	Annie Smith, petty larceny.
Sarah Smith, grand larceny.	Robert Morris, petty larceny.
Charles Bauer and Henry Kister, grand larceny.	Mary Ann Williams, petty larceny.
Eliza McNally, grand larceny.	Mary Norton, disorderly house.
Annie Small, grand larceny.	
Thomas Doyle, larceny from the person.	
Christopher Briggs, receiving stolen goods.	

THE RESIGNATION OF MR. PURDY.

United States District Attorney Bliss started on his vacation yesterday, with the intention of being absent a few weeks. Previous to leaving he sent the following reply to Assistant District Attorney Purdy's letter of resignation:

DISTRICT ATTORNEY OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF NEW-YORK, NEW-YORK, Aug 4, 1875.

A. H. Purdy, Esq.:

MY DEAR SIR: I have received, with great personal regret, your resignation of the position you have so long held as Assistant District Attorney. For nearly three years I have had the benefit of your great experience and ability, and had hoped to have your aid during the remainder of my official term. I cannot, however, ask you to remain, for I appreciate your anxiety to be at liberty, while turning to advantage your knowledge of criminal law, to engage also in general practice. I heartily wish you the success which you deserve, and, I believe, will attain. I shall avail myself of your offer to remain until the appointment of your successor; which, however, owing to my absence, cannot be made for some time. Yours very truly,

GEORGE BLISS, United States Attorney.

BROWN'S STREET-CLEANING BILL.

A judgment was entered yesterday, in the office of the County Clerk, in favor of John L. Brown and against the City for $111,492 14. The suit was originally brought by Mr. Brown (since dead) to enforce payment of about $80,000, due him on his street-cleaning contract. The City denied the doing of the work, as well as taking exception to the law on which the claim was based. By consent the case was sent before Charles H. Winfield, as Referee, and on his report the present judgment was entered. Since Mr. Brown's death the suit, by order of the court, was prosecuted by his Executors. Of the whole judgment, $21,437 82 is for interest and $4,054 32 for costs.

PRINTING CLOTHS MARKET.

PROVIDENCE, R. I., Aug. 5.—The Printing Cloths market remains as last reported.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—AUG. 5.

SALES BEFORE THE CALL—10 A. M.

$15,000 N. W. C. C. G. 88⅝	300 Pacific Mail...... 39½
7,000 B., H. & E. 1st. 24	300 do......s3. 39½
100 Toledo & Wabash. 5½	100 do...... 39¼
300 Western Union... 82⅞	2800 do......s3. 39¼
30 do......... 82¾	200 St. Paul......... 36⅛
100 do.......b3. 83	300 St. Paul Pf......s3. 59¼
100 do.......s3. 82⅞	200 North-western.s3 41¾
100 do......... 82⅞	100 do..........c. 41¾
700 Lake Shore...... 61¼	100 North-western Pf. 55
200 do.........c. 61⅛	170 N. Y. C. & Hud...104
500 do......... 61⅛	13 do.......... 103¾
1200 do.......s3. 61	5 Pacific R. of Mo.. 47¾
100 do.......b3. 61⅛	100 do.......... 48
300 do......... 61⅛	50 do.......... 47¾
400 do.......s3. 61	100 Ohio & Miss..s3. 19⅝
700 do......... 61	200 do.......... 19½
100 do.......s7. 60⅞	200 do.......s3. 19⅝
100 do.......b10 60⅞	100 do.......b3. 19¼
100 do......... 61	

GOVERNMENT STOCKS—10:15 AND 11:30 A. M.

$5,500 U. S. 6s, '81, Cou.........b.c.121¼	$2,000 U. S. 5-20 C., '67.........b.c.120¼
1,000 U. S. 5-20 C., '65.........118¾	3,000 U. S. 5-20, C. '68.........b.c.121
10,000 U. S. 5-20 C., '65, new.....119	40,000 U. S. 5s, '81, R.........12.115¼
1,000 U. S. 5-20 R., '67.........b.c.120⅝	5,000 U. S. 5s, '81, Cou.........12.115½

FIRST BOARD—10:30 A. M.

$7,000 N. Y. St. 7s, B'ty, R..........106	10 American Ex........ 57½
	6 Adams Ex....b c.100⅛
1,000 Tenn. 6s, Old. 50⅝	20 Harlem......b. c.135
10,000 Chi. & Alt. 1st.110½	300 Pac. Mail.b. c.s3. 39¼
1,000 C., B. & Q.C.7s.105½	400 do.......... 39¼
1,000 M.&St.P.7 3-10 90	2100 do.......... 39⅛
35,000 C. & N. W. C. Coup. G. bds.. 88½	100 do.........c. 39⅛
	700 do.......s3. 39⅛
2,000 do......b. c. 88⅝	600 do.......... 39¼
6,000 C. & N. W. Con. 96½	300 do.......... 39⅛
2,000 Long Dock bs.102	500 Erie Rail'y.b. c.s3. 14⅝
1,000 L., Bl. & W. 2d. 9	200 do.......... 14½
1,000 C., P. & A., old.102	200 do.......... 14½
2,000 Mich. Cen. 7s.103¾	600 L. S. & M. S.b. c.s3.60⅞
5,000 N. Y. C. 6s, '83.102¾	700 do.......... 60⅞
20,000 Har.1st, 7s, C.111¼	600 do.......s3. 60¾
15,000 do.........111½	500 do.......... 60¾
3,000 do.........111⅝	1500 do.......... 60⅞
7,000 do.........111½	100 do.......s3. 60⅞
3,000 O. & M. 2d..... 71	20 Illinois Cen..b. c. 96¾
35,000 Cen. P. G. bs..101½	200 Un. Pacific...b. c. 72½
3,000 Un. Pac. S. F.. 96½	100 do.......b3. 72¾
3,000 Un. Pac. 1st...101½	100 do.......... 72¾
4,000 do.........101¾	65 Cl. & P. Gtd..b. c. 91½
3,000 do.........101⅞	100 C. & N. W...b. c. 41¾
2,000 do.........102	800 do.......... 41⅝
2,000 D. & H. R. bs., '94.........107½	200 C. & R. I....b. c.105½
	16 do.......... 105
3,000 Pac. of Mo.1st, ex int........ 91⅝	100 C., M. & St. P. b. c. 36
	400 C., M. & St. P. Pf.........b. c. 59⅛
2,000 C.& P.Con.S.F.105⅛	
2,000 L. & N. C., '98. 85	100 do.......... 59⅛
6,000 Alb. & S. 1st..110	12 D., L. & W.b. c.s3.120⅞
10,000 N. J. C. 1st, n.109¾	200 Han. & St. Jo...... 23
5,000 Cl. & P. 4th....100	138 Morris & Essex..102⅞
10 Fourth Nat. Bk..101⅛	50 Chi. & Alt.....b. c.104¼
100 Mar., a. p....b. c. 11	10 C., C., C. & I.b. c. 49
300 W. U. Tel.b. c.s3. 82¾	100 At. & P. Pf.b. c.s3. 14
800 do......... 82¾	100 O. & M....b. c.b3. 19¼
500 do......... 82⅞	100 do.......b3. 19⅝
100 do.......s3. 82¾	40 D. & H. Canal.....119¾

SALES BEFORE THE CALL—12:30 P. M.

$1,000 N. W. Consol. Coup. G. bds.. 88½	200 North-western.... 41⅝
	100 do.......b3. 41¾
5,000 D. & H. C., '94.107⅞	100 Rock Island......105½
500 Western Union.. 82¾	100 St. Paul.........c. 36¼
100 do.......s3. 82¾	200 Tol. & Wab....... 5¾
200 Pacific Mail..... 39⅛	100 Ohio & Miss...s5. 19¼
100 Erie Railway..... 14½	600 do.......... 19¼
400 do......... 14⅝	200 do.......s3. 19¼
5600 Lake Shore...... 60¾	10 do.......... 19
100 do.......b3. 60¾	

GOVERNMENT STOCKS—2 P. M.

$5,000 U. S. 5-20 R., '65, new....119	$20,000 U.S.5s R.,'81.115⅜

SECOND BOARD—1 P. M.

$1,000 Cen. P. G bds. 101⅝	100 Harlem........b.c.134½
1,000 do.........101¾	100 do.......b3.134¾
20,000 Chic. & N. W. C. C. G. bds.. 88½	100 L. S. & M. So.b.c. 60¾
	100 do.......s3. 60⅝
10,000 do......... 88⅝	1000 do.......... 60¾
3,000 do......... 88¾	200 do.......b3. 60¾
6,000 U. Pac. S. F.... 96⅝	100 C. & N. W.b.c.s3. 41⅝
5,000 do......... 96½	100 do.......b 3. 41¾
8,000 U. Pac. 1st....102	100 do.......s3. 41¾
2,000 Ohio & M. 2d. 70	10 C., C., C. & I..b.c. 49
1,000 Ohio & M. 1st, Spring'd Div. 80	100 N. J. Central.b.c.109⅜
	30 do.......... 109⅝
1,000 N.J.Cen.1st N.110	7 do.......... 109⅝
8,000 N.J.Cen.1st C.107	400 Chi. & R. I.b.c.b3.105¾
100 Mar., a. p.....b. c. 12	100 do.......b3.105⅞
300 At. & P. T..b.c.s3. 18	700 do.......b3.106
100 do......... 18¼	3400 do.......... 106
100 do.......b3. 18½	100 Chi.,M.&St.P.b.c. 36¼
100 do.......b3. 18⅜	100 Del., Lack. & W...120⅝
100 do......... 18⅜	100 Ohio & Miss.b.c. 19¼
74 Adams Ex...b. c.101½	500 do.......... 19½
200 West. U. Tel..b.c. 82⅞	300 do.......... 19⅝
900 do.......s3. 82¾	25 Reno R. Estate 2d Pf...b. c. 101½
100 Pacific Mail..b.c. 39¼	
18 Illinois Cen..b. c. 97	

SALES FROM 2:30 TO 3 P. M.

$100,000 U.S. 5-20 C., '67.........120½	400 Lake Shore....s3. 61
	100 do.......b3. 61⅛
3,000 C., R. I.& P.7s.109¼	600 do.......... 61⅛
4,000 U. Pac. 1st....102	600 do.......s3. 61
200 Canton......... 52	100 do.......s3. 61⅛
100 Mar. a. p........ 12	1000 do.......s3. 61
100 do......... 12⅛	200 do.......b3. 61
500 do......... 12¼	100 do.......s3. 60⅞
100 Mar. Pf. a. p.... 12	26 Pittsburg......... 91¾
100 At. & Pac. Tel.... 18⅜	300 Rock Island.....106
200 West. Union.... 82¾	300 do.......... 106
800 do......... 82⅞	300 do.......... 105⅞
1000 do......... 82¾	300 do.......... 105¾
1100 North-western. 41¾	40 Del., Lack. & W.. 120½
100 do.......b3 41¾	30 do.......... 119¾
500 Pacific Mail..... 39⅜	400 Ohio & Miss...... 19⅝
100 do.......b3. 39½	100 do.......... 19¾
100 do......... 39¼	300 do.......... 20
35 Harlem......... 134½	400 do.......... 19¾
10 St. Paul......... 36	100 do.......... 19¾
500 do.......s3. 36¼	100 do.......s10. 19¾
100 Chi. & Alton......104	400 do.......... 19⅞
100 Chi. & Alton Pf...109	100 do.......s3. 19¾

THURSDAY, Aug. 5—P. M.

The Wall street markets to-day were extremely dull until shortly before the close, when stocks and gold advanced and a more active demand for money sprang up. Late in the day there were rumors of failures, all of which, however, were subsequently contradicted. The transactions at the Stock Exchange for the day footed up about 14,000 shares more than yesterday's business, but the dealings were practically confined to a few of the leading shares, Lake Shore, Pacific Mail, Western Union, and Rock Island leading the market. Prices on the general list declined ¼ to ⅜ ℔ cent. up to the second call, but subsequently an advance of ¼ to ¾ ℔ cent. was noted. Rock Island was the leading feature in the upward movement and advanced to 106. The earnings of the company for the month of July show an increase of $69,000 over those of the same month last year. Lake Shore recovered from 60⅝ to 61⅛, Ohios from 19¼ to 20, the late improvement on the general list reaching ⅛ to ⅜ ℔ cent. Investment shares were firm and in more active request. Among the miscellaneous shares Canton sold at 52 and closed at 52½ bid.

The money market retained its stereotyped features during the morning hours, and the demand from Stock Exchange borrowers was uncommonly light, the rates on call loans remaining at 1½@2 ℔ cent. In the afternoon, however, the inquiry was larger, and an advance to 5 ℔ cent. followed; but at the close there was a reaction to 2 ℔ cent. under liberal offerings. Prime mercantile paper was quoted at 4 to 5 ℔ cent., exceptional sales of choice names being made as low as 3½ ℔ cent. The amount of national bank notes received for redemption at Washington to-day was $780,000.

The foreign advices report a gain of £58,000 of bullion by the Bank of England during the past week, the proportion of reserve to liabilities being now 50⅛ ℔ cent., against 51 last week; £10,000 sterling was withdrawn from the bank on balance to-day. There are £14,068,305 of unemployed notes now in the bank. The Directors at their weekly court to-day made no change in the rate of discount, which still remains at 2½ ℔ cent., the rate in open market being 1⅞@2 ℔ cent. The specie in the Bank of France has decreased 886,000 francs during the past week. The market for securities at London was easier for consols and steady for United States bonds, the former closing at 94⅜@94½ for money and 94½@94⅝ for the account, and the latter at 107⅝@107¾ for old 1865s, 108⅝@108⅞ for 1867s, 106½@106¾ for 10-40s, and 104⅜@104⅝ for new 5s. Erie declined to 12¾@13. The sterling exchange market was firm, and business was on the basis of $4 87@$4 87¼ for bankers' sixty-day bills, and $4 90@$4 90¼ for demand. The syndicate bankers, who form at present the chief source of supply, were not offering very largely, and the prospects are that more gold will be forwarded by Saturday's steamers unless the offerings are increased. The nominal rates of sterling remain at $4 87½@$4 90½. The large bids for Treasury gold and the limited supply of sterling bills served to keep the gold market firm, although the transactions were not by any means large. The early dealings were at 113@113⅛, but late in the afternoon the price advanced to and closed at 113⅜. On gold loans the rates were flat, and from 2 ℔ cent. per annum, to 1-64 ℔ diem for use. The shipment of specie to Europe to-day, amounted to $565,328, of which $300,000 was gold coin and the remainder silver bars. At the Treasury sale of $1,500,000 gold the bids aggregated $7,815,000 at prices ranging from 112.13 to 113.02. The awards were made at 113.01½@113.02, the former price having been offered for the round amount.

The transactions in Government bonds were small, but the market was firm in tone at a further slight improvement. 1868s advanced to 121. New 1865s sold at 119, 1867s, 120¼, 1881s, 121¼, and new 5s at 115¼ for registered, and 115½ for coupon. There was a well distributed business in railroad mortgages, and prices advanced. Chicago and North-western consolidated coupon gold bonds were most actively traded in and sold at 88½@88¾, closing at the highest figure. Consolidated plain were firm at 96½. Union Pacific firsts advanced to 102, sinking funds to 96½, and Central Pacifics 101¾. Harlem coupon firsts were in demand and rose to 114¼ from 111⅝. New-Jersey Central advanced to 110 for firsts, new, and to 107 for consolidated. Ohio and Mississippi seconds were weak and declined to 70. State bonds were dull.

UNITED STATES TREASURY, NEW-YORK, Aug 5, 1875.

Gold receipts	$2,006,120 06
Gold payments	1,180,841 95
Gold balance	36,916,435 12
Currency receipts	754,400 33
Currency payments	724,534 50
Currency balance	59,097,120 82
Customs	734,000 00

CLOSING QUOTATIONS—AUG. 5.

	Wednesday.	Thursday.
American Gold	113	113⅜
United States 5s, 1881, coup	115½	115⅞
United States 5-20s, coup., 1862	114¼	114¼
United States 5-20s, coup., 1867	120⅜	120½
Bills on London, 60 days	$4 86¾@$4 87¼	$4 87@$4 87¼
New-York Central	103¾	104
Chicago and Rock Island	105⅜	105¾
Pacific Mail	39½	39¼
St. Paul Common	36¼	36¼
St. Paul Preferred	59⅛	59¼
Western Union	83⅛	82¾
Union Pacific	72⅞	72⅞
Lake Shore	61⅛	60⅞
Toledo and Wabash	5¾	5⅜
North-western Common	41¾	41¾
North-western Preferred	55⅛	55
Delaware, Lackawana and Western	120⅝	120⅝
New-Jersey Central	109¼	109⅜
Panama	132	132
Erie	14⅛	14⅜
Ohio and Mississippi	19⅛	19¾
C. C. and Indiana Central	4½	4½
Harlem	134½	134¾

The extreme range of prices in stocks and the number of shares sold are as follows:

	Highest.	Lowest.	No. of Shares.
New-York Central	104	104	270
Harlem	134¾	134½	255
Erie	14½	14⅜	1,400
Lake Shore	61¼	60⅝	18,700
Wabash	5¾	5½	300
North-western	41¾	41⅝	3,000
North-western Preferred	55	55	100
Rock Island	106	105½	5,016
Milwaukee and St. Paul	36¼	36	1,000
Milwaukee and St. Paul Pref.	59¼	59⅛	800
Del., Lackawanna & Western	120⅝	120⅝	100
New-Jersey Central	109⅝	109⅜	280
Morris and Essex	102⅞	102⅞	100
Union Pacific	72⅞	72½	405
Hannibal and St. Joseph	23	23	200
Ohio and Mississippi	20	19¼	3,906
Missouri Pacific	48	47¾	150
Atlantic and Pacific Pref.	14	14	100
Western Union	82⅞	82¾	5,736
Atlantic & Pacific Telegraph	18⅝	18	800
Pacific Mail	39½	39⅛	9,000
Mariposa	12¼	11¾	200
Mariposa Preferred	12	12	200
Canton	52	52	200
Total sales			52,201

The following were the closing quotations for Government bonds:

	Bid.	Asked.		Bid.	Asked.
Currency 6s	122¼	122½	5-20s, 1867, r.	120⅜	120¾
6s, 1881, r.	120⅜	120⅞	5-20s, 1867, c.	120½	120⅝
6s, 1881, c.	121	121½	5-20s, 1868, r.	120¾	121
5-20s, 1864, r.	115⅜	116¼	5-20s, 1868, c.	120¾	121
5-20s, 1864, c.	115¾	116¼	10-40s, r.	114¼	114⅜
5-20s, 1865, r.	118¾	119¼	10-40s, c.	117½	117¾
5-20s, 1865, c.	119	119½	5s, 1881, r.	115⅜	115⅝
5-20s, 1865, n., r.	119	119¼	5s, 1881, c.	115⅞	116
5-20s, 1865, n., c.	118⅞	119⅛			

The Sub-Treasury disbursed in coin $236,000 for interest, and $107,000 for called bonds.

The following shows the transactions at the Gold Exchange Bank:

Gold cleared	$16,734,06[illegible]
Gold balances	1,031,546
Currency balances	1,222,857

The following is the Clearing-house statement:

Currency exchanges	$60,066,151
Currency balances	3,700,969
Gold exchanges	8,181,768
Gold balances	1,522,595

The following were the bids for the various State securities:

Alabama 5s, '83.... 35	Asyl. or Univ, due '92.101
Alabama 5s, '86.... 35	H. & St. J., due '75..100½
Alabama 8s, '86.... 35	H. & St. J., due '76..100½
Ark. 6s, Funded.... 30	H. & St. J., due '86..100½
Ark. 7s, L.R.&Ft.S.is. 15	H. & St. J., due '87..100½
Ark. 7s, Mem. & L.R. 15	New-York R. B. L...106
Ark. 7s, L.R.PB&NO. 15	New York C. B. L...106
Ark. 7s, M.O.&R.Riv. 15	N. Y. 6s, Can. L., '75.110
Ark. 7s, Ark. Cen. R. 15	N. Y. 6s, Can. L., '77.11[illegible]
California 7s......112	N. Y. 6s. Can. L., '78.116
Connecticut 6s.....104	N. C. 6s, o., Ja.&Ju. 20
Georgia 6s....... 89	N. C., Ap, & Oct..... 20
Georgia 7s, new bds. 98	N.C.N.C.R., Ja.&Ju. 50
Georgia 7s, indorsed. 95	N.C.N.C.R., Ap.&Oc. 50
Indiana 5s.......101	N.C.N.C.R. c.o.J.&J. 38
Ill. coup. 6s, '77....101	N.C.N.C.R.c.o.A.&O. 38
Ill. coup. 6s, '79....101	N. C. F'g act, '66... 10
Illinois War Loan..101	N. C. F'g act, '68... 10
Kentucky 6s.......101	N. C. n. bds., J. & J. 1[illegible]
Louisiana 6s....... 33	N. C. n. bds., A. & O. 10
La. 6s, new bds.... 35	Ohio 6s, '75........103
La. 6s, new Float. Dbt. 34	Ohio 6s, '81........106
La. 7s, Penitentiary. 34	Ohio 6s, '86........107
La. 6s, Levee bds.... 34	Rhode Island 6s.....103
La. 8s, Levee bds.... 34	Tennessee 6s, old.... 50
La. 8s of 1910...... 10	Tenn. 6s, new bds.... 49½
Mich. 6s, '78-'79....103	Tenn. 6s, n. bds., n.s. 49½
Michigan 6s, '83....106	Texas 10s, of '76.....102
Mo. 6s, due in '75...100½	Virginia 6s, old..... 37
Mo. 6s, due in '76...100½	Va. 6s, n. bds., '66.. 37½
Mo. 6s, due in '77...100½	Va. 6s, n. bds., '67.. 37½
Mo. 6s, due in '78...100½	Va. 6s, C. bds...... 63¼
Mo. 6s, due in '79...100½	Va. 6s, ex-m. c..... 57¾
Mo. 6s, due in '80...100¾	Va. 6s, C. 2d s...... 46
F'd bds., due in '94-5..100½	Va. 6s, Def. bds..... 8¾
L'g bds., due '81 to '91.101¼	Dist. of C. 3.65's, 1924. 65¼

And the following for railway mortgages:

Albany & Susq. 1st..109½	Cleve., P. & Ash.o.bs.101½
Albany & Susq. 2d...103¾	Cleve., P. & Ash.n.bs.104
Albany & Susq. 3d...100	Detroit, M. & Tol.bs.10[illegible]
Bos., H. & Erie 1st.. 24	Buffalo & Erie n.bds.103
B., C.R. & M. 1st 7s, g. 31	Buffalo & State L.7s.101
Ches. & Ohio 6s, 1st. 40	Kal. & W. P. 1st...... 83¼
Ches. & Ohio ex cou. 33	Lake Shore div'd bs.101¼
Chicago & Alton 1st.110	L. Shore C. reg., 1st.101½
Chicago & Alton In.102	L. Shore C. cou., 2d. 97
St. L., J. & C. 1st....102	Mar. & Cin. 1st...... 104
C., B. & Q. 8 p. c. 1st.113½	Mich. C. Con. 7s, 1902.103⅝
C., B. & Q. Cons. 7s..105	Mich. C. 1st 8s, '82, S.F.112
Chicago, Rock I. & P.108½	N. J. Southern 1st 7s. 28
C. R. of N. J. 1st, new.109¼	N. Y. & N. H. 6s....102
C. R. of N. J. 1st, Cons.106½	N. Y. Cent. 6s, '83...102¾
C. R. of N. J. Con. Conv.109⅜	N. Y. Cent. 6s, '87...101¼
Am. Dock & Imp. bds. 99½	N. Y. Cent. 6s, real es.100
M.&S.P.2d 7 3-10 P.D. 86	N. Y. Cent. 6s, sub'n.100
M. & St. P. 1st, La C.D. 93⅞	N. Y. Cent. 7s, '76...101
Mil. & St. P. 1st, I.&D. 83	N. Y. C. & H. 1st con.116
Mil. & St. P. 1st, H.&D. 75	N. Y. C. & H. 1st reg.114¼
Mil.&St.P.1st, C.&M. 82½	Hud.R.7s, 2d S.F., '85.108
Mil. & St. Paul 2d... 83	Harlem 1st 7s, coup.111½
Chic. & N. W. S. F...101	Harlem 1st 7s, reg...111
C. & N. W. Int. Bds. 93	North Missouri 1st.. 90
C. & N.W. Con. Bds. 96¼	Ohio & Miss 2d Cons. 70
C. & N. W. Ex. Bds. 90	Central Pacific g. bs.101⅝
Chic. & N. W. 1st....101½	Cent. Pac., San J. B. 91
C. & N. W. C. G. B.. 88½	Cent. Pac. C. & O. 1st. 90
Iowa Midland 1st 8s. 80	Cent. Pac. State A. bs.107
Galena & Chic. Ex..103	Union Pacific 1st bs.101⅞
Peninsula 1st, Conv. 98	Union Pacific L.G.7s. 93¾
Chicago & Mil. 1st.. 97	Union Pacific S. F... 96¼
Winona & St. P. 1st. 50	P., F. W. & C. 1st... 112
Winona & St. P. 2d. 55	P., F. W. & C. 2d....105¾
Del., L. & W. 1st....111	C. & P. Cons. S. F....105
D., L. & W. 7s. Conv.119	C. & P. 4th, S. F.... 99⅞
Morris & Essex 1st..113	C., C. & Ind. 1st..... 49
Morris & Essex 2d..106	C., C. & Ind. 2d...... 18
Morris & Es. Const. 99¾	R., W. & O. Con. 1st. 91½
M. & E. 1st Con. G..104	Alt. & T. H. 2d Pf.. 89
Erie 1st, Ex.......103½	Alt. & T. H. 2d Inc. 76
Erie 2d 7s, '79...... 98	Tol., P. & W. E. D... 69
Erie 3d 7s, '83...... 98	Tol., P. & W. W. D. 60
Long Dock Bonds...102	Tol. & Wab. 1st, Ex. 81
B., N.Y. & E. 1st, '77. 80	Tol. & Wab. 2d...... 50⅝
H. & St. J. 8s, Conv. 84	G. Western 1st, '88.. 81
Cedar F. & Min. 1st. 80¾	G. Western 2d, '93... 54
Ind., B'n & W. 1st.. 28	Quincy & T. 1st, '90. 52
Mich. So. 7 p. c. 2d..102¼	Ill. & So. Iowa 1st... 40
M. S. N. I. S. F. 7 p.c.107½	Lafayette, B. & M. 1st. 60
Cleve. & Tol. S. F...104	Han. & Cen. Mo. 1st. 61
Cleve. & Tol. new bs.103½	

And the following for City Bank shares:

America......150	Mercantile......108½
American Exchange.118	Merchants'......121
Butch. and Drovers'.131	Metropolitan.....133¼
City.......300	Nassau......100
Commerce......122	N. Y. Nat. Exch'ge..100
Corn Exchange....134	Ninth National.....80
First National....200	North America.....101
Fulton......156	Pacific.......171
German American.. 90	People's.......140
Imp. and Traders'...195	Republic.......85½
Irving......130	Tradesmen's......141
Mechanics'......142	Union.......140
Mech. and Traders'.140	

PHILADELPHIA STOCK PRICES—AUG. 5.

Telegraphed to Messrs. Randolph, Bickley & Co.

	Bid.	Asked.
City 6s, old	103	105
City 6s, new	107⅛	107¼
Camden and Amboy Railroad	130¾	131
Pennsylvania Railroad	50⅝	50¾
Philadelphia and Reading Railroad	55⅜	55½
Lehigh Valley Railroad	62⅛	62¼
Catawissa Railroad, Preferred	42¾	42⅞
Philadelphia and Erie Railroad	20⅞	21
Northern Central Railroad	29	..
Lehigh Navigation	51¼	51⅜
Lehigh Navigation Gold Loan	101¼	101⅜

The New-York Fire Insurance Company has declared a semi-annual dividend of *Ten ℔ cent.* payable on demand, this being the company's seventy-third dividend.

COMMERCIAL AFFAIRS.

NEW-YORK, Thursday, Aug. 5, 1875.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pks	20	Lead, pigs	2,166
Beans, bbls	102	Lard-oil, bbls	10
Cotton, bales	44	Leather, sides	5,440
Flour, bbls	14,508	Pork, pks	421
Wheat, bushels	647,176	Cut-meats, pks	1,138
Corn, bushels	93,623	Lard, tcs	55
Oats, bushels	43,466	Butter, pks	4,151
Malt, bushels	9,400	Cheese, pks	18,505
Copper, bbls	19	Skins, bales	3
Copper, cakes	161	Starch, pks	1,310
Cotton-s'd Oil, bbls	47	Tallow, pks	17
Eggs, bbls	568	Tobacco, hhds	132
Grease, pks	51	Tobacco, pks	62
Flax, bales	212	Wool, bales	54
Hops, bales	3	Whisky, bbls	630
Hides, bales	1,423		

COFFEE—Rio has attracted less attention and has been quoted rather less firm. Sales have been reported of 1,000 bags to arrive by steamer, on private terms. ....The stock of Rio and Santos in first hands here this morning was 48,898 bags, and at the outports 25,756 bags, with 227,000 bags reported as afloat and loading for the United States, of which 73,400 bags were for this port....Other kinds have been inactive on the basis of previous quotations, with the recent movements summed up, thus: 2,228 bags Maracaibo, 308 bags Laguayra, 653 bags Savanilla sold in lots for consumption within our range; 1,150 bags St. Domingo shipped to Europe by first hands....The stock of other than Rio and Santos in first hands here this morning was 8,524 bags and 72,934 mats, including 55,201 mats Java, 16,853 mats Singapore, 2,079 bags Ceylon, 951 bags Laguayra, 4,238 bags Maracaibo, 200 bags Angostura, and 456 bags Savanilla....We quote invoices thus: Rio, good ordinary, 17½c.@17¾c.; fair, 18¾c.@19c.; good, 19¼c.@19½c.; prime, 19¾c.@20c., gold, ℔ lb., 60 days' credit; Rio, in job lots, 17¾c.@21c., gold; Santos, fair to good, 19¾c.@21c.; Java invoices, 25c.@27½c.; Maracaibo, 21c.@23c.; Laguayra, 20½c.@21½c.; Singapore, 22½c.@24c.; Jamaica, 18c.@19½c.; Costa Rica, 19c.@22c.; Ceylon, 21c.@22c.; Savanilla, 20c.@22c.; Porto Rico, 18½c.@20½c.; San Domingo, 17¼c.@17¾c.; Mexican, 20c.@21c.; Angostura, 18c.@21½c., ℔ lb., gold.

COTTON—Business was mainly influenced again to-day by the telegrams from the South-west, as to the weather and the rivers....The dealings for early delivery were very moderate in amount, and almost wholly for spinning purposes, with prices quoted weak, though the official figures were not altered. Sales were officially reported, for prompt delivery, of 1,059 bales, (of which 722 bales were on last evening) including 1,055 bales to spinners and 4 bales to speculators. The export inquiry was unimportant...For forward delivery, a fair business was reported, with the early dealings indicating a decline of 3-16c. ℔ lb., under more favorable reports as to the condition of the rivers. Subsequently the market rallied 1-16c.@3-32c. ℔ lb., influenced by a more urgent inquiry from speculative sources, in good part to provide for outstanding contracts, and closing firm on the basis of our quotations. ....Sales have been reported since our last of 25,300 bales, (of which 4,600 bales were on last evening and 20,700 bales were to-day,) with 2,000 bales more at the calls on the basis of Low Middling, with August options closing at 13 31-32c.; September, 13 31-32c.@14c.; October, 13 27-32c.; November, 13 27-32c.; December, 13⅞c.; January, 14c.@14 1-32c.; February, 14 7-32c.@14¼c.; March, 14 7-16c.; April, 14⅝c.; May, 14 27-32c.@14⅞c.; June, 15 1-16c.@15⅛c. ℔ lb.... The receipts at this port to-day were 44 bales.... The receipts at the shipping ports to-day were 332 bales, against 558 bales same day last week, and thus far this week 1,968 bales, against 1,898 bales same time last week. The receipts at all ports since Sept. 1, 1874, have been 3,456,470 bales, against 3,757,696 bales same time previous year. Consolidated (five days) exports to Great Britain, 911 bales; to the Continent, 800 bales. Stock in New-York, 74,375 bales; consolidated stock at the ports 122,283 bales. The following quotations are based on Cotton according to the new classification:

New-York Quotations, based on American Standard of Classification.

	Uplands.	Alabama.	N. O.	Texas.
Ordinary	12	12	12⅛	12⅛
Good Ordinary	13⅜	13⅜	13½	13⅜
Low Middling	14⅛	14¼	14½	14½
Middling	14½	14⅝	14⅞	14⅞
Good Middling	15	15⅛	15⅜	15⅜
Middling Fair	15½	15⅝	15⅞	15⅞
Fair	16⅛	16¼	16½	16½

FLOUR AND MEAL—Shipping grades of State and Western Flour have been fairly active at about previous prices, with the main inquiry for supplies suited to the West Indies and South America, chiefly City Mills and Minnesota Extras; regular Shipping Extras (Spring Wheat) attracting comparatively little attention, and quoted weak. Trade brands have been in good request at rather firmer rates, especially for Amber Winter Wheat stock, the demand for which has been partly speculative. Family Extras have been very moderately dealt in, in a jobbing way, within the previous range. Superfine and No. 2 brands quiet, and quoted easier. The sales since our last have been 22,400 bbls. of all grades, including poor to very choice No. 2 Flour at $4 50@$5, chiefly at $4 70@$4 85; poor to very choice Superfine State and Western at $5 15@$5 75, chiefly at from $5 50@$5 65; inferior to very good Extra State at $5 90@$6 35, chiefly at $6@$6 20 for standard to fair in lines; very good to very fancy do., $6 35@$7; City Mills Extra at $6 15@$7 50, chiefly at $6 75@$7 40 for the West Indies and South America; poor to very good shipping Extra Western at $5 85@$6 35, mainly at $5 90@$6 20; poor to good round-hoop Ohio at $5 85@$6 35 for odd lots and lines; poor to choice Minnesota Extras, plain, at $6 10@$7 65, mainly at $6 50@$7 35; Western trade and Family Extra Spring Wheat stock, $6 15@$8; fair to very choice Western trade and family Extra Red and Amber (Winter) Wheat stock at $6 25@$8, mostly Amber, at $7@$7 50; Western White do. Extras, $6 25@$8 50; St. Louis Extra, $6 25@$8 50, the latter rate for very choice; Extra Genesee, $6 25@$7 50; Minnesota patent stock, $6 75@$9 75, with some very fancy brands quoted higher. Included in the sales have been 12,400 bbls. shipping Extras, mainly City Mills and Minnesota, on the basis of our quotations; also 2,900 bbls. Amber and White Extras, on speculative account, at rather stronger prices, the Amber chiefly at $7 20@$7 45, and the White Wheat Extras at $8@$8 50, the latter for very choice....Southern Flour has been in fair request, in a jobbing way, at about steady rates. Sales have been reported here, since our last, of 1,700 bbls., in lots, at $5 25@$5 75 for Superfine; $5 85@$6 85 for poor to very choice shipping Extras, and $6 90@$8 35 for ordinary to very choice trade and family Extras....Canada Flour wholly nominal.... Rye Flour has been in fair demand at previous rates. We quote the range at from $5 10@$5 15 for poor to very choice Superfine. Sales, 370 bbls., chiefly at $5 90@$6 25 for superfine, the latter rate for very choice....Corn-meal has been moderately inquired for and quoted firm. Sales equal to 650 bbls., at from $4 10@$4 60 for poor to very choice Yellow Western; $4 10@$4 35 for Jersey, and $5 for Brandywine.... Corn-meal, in bags, at $1 92½@$2 ℔ 100 lb...Oat-meal, $7 25@$8 50 ℔ bbl.

GRAIN—Spring Wheat opened 2c.@3c. a bushel lower, influenced, in part, by the very liberal arrivals and comparatively moderate inquiry for shipment and on speculative account, but closed very firmly, at a slight improvement on the lowest figures of the day for early delivery, and much stronger for forward delivery, with a brisk demand noted, in good part for export, stimulated, to some extent, by the somewhat easier range of rates on Grain tonnage on charter. The dealings for early delivery have been mainly in No. 2 Chicago Spring, afloat. Strictly prime No. 2 Milwaukee Spring continued in light supply, and was held rather above the views of buyers, checking transactions. Prime to choice No. 1 Spring was offered moderately at the ruling figures. A considerable portion of the day's receipts was reported as having been delivered on contract. Winter Wheat has been in fair demand, with the main call for Amber Western, in store and afloat, on speculative account, but at slightly reduced figures. Sales have been reported since our last, for early delivery, of 307,000 bushels, at $1 37@$1 38 for good to prime No. 2 Chicago Spring, afloat, closing firmly at $1 38 for prime; $1 35½@$1 36½, chiefly at $1 36½, for soft do.; $1 40 for average No. 2 Milwaukee Spring, afloat, with strictly prime to choice quoted at $1 42@$1 43 asked, and $1 40 bid; $1 47@$1 48 for No. 1 Spring; $1 35@$1 46 for ungraded Spring; $1 53 for Amber Western, (32,000 bushels,) in store and afloat, mostly afloat; $1 55@$1 60 (nominally) for White Western; $1 55@$1 68 (nominally) for Red Western. And for forward delivery, 100,000 bushels prime No. 1 Milwaukee Spring, August options, at $1 47, (of which amount 50,000 bushels were notified as to be delivered at once;) 40,000 bushels No. 1 Sheboygan, to arrive from the canal, at from $1 47@$1 48, (with strictly choice No. 1 Minnesota and Duluth Spring, to arrive, reported as held at $1 49@$1 50;) 24,000 bushels No. 2 Milwaukee Spring, to arrive, on private terms, quoted at $1 40 bid; 8,000 bushels No. 2 Chicago Spring, last half of August, at, $1 39; 8,000 bushels do., do., at $1 40, (which was the closing quotation,) and 8,000 bushels do., do., at $1 41, an extreme price....Corn has been quite active, in part for export, but at the close quoted weaker and heavy under more urgent offerings. The bulk of the business has been in steamer grades. Sales have been reported, since our last, for early delivery, of 127,000 bushels at 80½c.@85c. for poor to choice steamer grades of new mixed Western, mainly at 80½c.@84c., which were the extremes at the close; 85c.@87c. for sailing vessel do., the latter an extreme, mostly at 85½c.@86c., afloat; 86½c.@87½c. for new Yellow Western; 76c.@80c. for heated mixed Western....And for forward delivery sales were reported of 25,000 bushels prime sailing-vessel new Mixed Western, September option, at 88c. ℔ bushel....Rye has been in more demand, with Canada, in bond, quoted at 95c., bid, and up to 97½c.@$1, asked. Sales since our last of 8,300 bushels Canada, in bond, to arrive, at 95c. ℔ bushel....Barley has been in request for forward delivery, with new four-rowed State, September delivery, quoted at $1 20 freely bid, ℔ bushel, but without further transactions. Sellers claimed much higher rates.... Barley Malt has been in fair request at about late quotations. Canada West quoted at from $1 60@$1 75, cash and time, and up to $1 80 for extra choice; Western at $1 50@$1 62½; four to six-rowed State, $1 45@$1 55; two-rowed do. at $1 35@$1 45, cash and time. Sales have been reported of 4,000 bushels Canada West at $1 65, cash....Canada Peas quiet and wholly nominal....Oats have been in much better demand, and decidedly stronger in price toward the close, with some revival of the speculative inquiry, chiefly for prime Mixed Chicago. Sales have been reported of 105,000 bushels at 63c.@64c. for Mixed Chicago, afloat, closing firmly at 64c. for strictly prime; 62c. for Mixed Western, in store; 61c.@62½c. for Mixed Western, odd car lots; 64½c. for very choice do., (car lots;) 64c.@70c. for poor to choice White Western, in store and afloat, (including 6,000 bushels unsound lows, in store, at 64c.;) 70c. for prime White State; 62c.@63c. for mixed State, in store and afloat; 62c. for mixed Canada, in store, (7,300 bushels,) and 61c. for unsound White do., in store, (5,000 bushels.) ....There has been a moderately active jobbing business reported in Feed within the previous range of $20@$31, as extremes. The dealings have been mostly on the basis of $29@$30 for Rye Feed and Middlings; $23 50@$25 for 60 lb., and $20@$22 for Bran, ℔ ton. ....Hay has been quiet but steady at 60c.@70c. for good to choice, and retailing qualities at 85c.@$1 10; Clover, 55c.@60c.; Salt Hay at 55c.@65c.... Rye Straw has been slow of sale within the range of 55c.@85c.; Oat, 50c.@60c., ℔ 100 lb.

GUNNY BAGS AND BAGGING—A fair inquiry prevails for Cloth at firm prices; market otherwise quiet and nominal....Calcutta Bagging quoted at 9½c.@10c.; Calcutta Bags, 12c.@12½c.; heavy do., 13c. Domestic Cloth, 13¼c.@13½c. Sales have been reported of 1,000 rolls Domestic Cloth, at Boston, at 13⅛c.; 50 bales Borneo Cloth, also at Boston, at 13¼c., and 50 bales Calcutta do., at 10c.

HEMP—Has been very dull at former figures....Of Jute Butts, 300 bales sold at 3 1-16c. ℔ lb....We quote: Manila Hemp at 7¾c.@8¼c.; Sisal at 5¼c.@5½c., gold, ℔ lb.; clean Russian, $220@$225, gold, ℔ ton; Dressed American, $225@$275, currency; Italian, $265@$275, gold, ℔ ton; Jute, 3¼c.@5¼c.; Jute Butts, 3c.@3 1-16c., currency; prime North River Flax, 15c.; fair to prime Canada do., 14c.@16c.; Western, 14½c.@15c. ℔ lb.

HIDES—Have been rather quiet to-day; prices have been quoted firm. Sales have been reported of 6,735 California, 18 lb., at 21½c., thirty days' credit; 700 Matamoras and 300 Matamoras Kips, on private terms.

HONEY—Has been in some demand, with San Domingo, in bond, quoted at from 70c.@73c., and Cuba, in bond, at 81c.@83c., gold, ℔ gallon.

MOLASSES—A very firm but quiet market has been noted for desirable invoices of foreign, since the recent free dealings, for refining account, already reported by us. The trade call has been light, and, in a jobbing way, business has been slow. The stock of Cuba, in first hands, this morning was estimated at 1,500 hhds.; English Islands, 2,000 hhds.; Porto Rico, 1,500 hhds.; and New-Orleans, 2,000 bbls....We quote: Porto Rico at 41c.@55c.; Barbados, 41c.@43c.; Demerara, 36c.@48c.; Cuba Muscovado, grocery qualities, 38c.@45c.; do., refining grades, 38c.@39c. for 50 test; Cuba Centrifugal, 25c.@28c.; St. Croix, 38c.@43c.; Antigua, 42c.@45c.; St. Kitts, 40c.@43c.; New-Orleans, 70c.@72c. for prime to choice, and up to 74c. for fancy.... Syrups have been in quite moderate demand, with Sugar Syrup quoted at from 38c.@60c., and Molasses do., 30c.@38c. for ordinary to prime ℔ gallon....Sugar-house Molasses has been scarce and quoted firm, at 24c.@25c. for hhds. and 27c.@28c. for bbls., on, however, a very limited movement.

NAVAL STORES—Resin has been quoted about steady, on a moderate inquiry, within the range of from $1 65@$1 75 for Strained to good Strained, $1 80@$2 10 for No. 2, $2 50@$4 75 for No. 1, $4 50@$5 25 for Pale, $6 25@$7 50 for Extra Pale and Window Glass, ℔ 280 lb. Sales, 700 bbls. No. 1 and Pale at $3 75@$4 62½ ℔ 280 lb....Tar has been in more demand, in a jobbing way, at from $2 37½@$2 75 ℔ bbl....City Pitch at $2 12½ ℔ bbl....Spirits Turpentine has been in somewhat better request, with merchantable, for prompt delivery, at 31½c.@32c. ℔ gallon. Sales, 120 bbls.

PETROLEUM—Crude has been in light demand since our last, on the basis of 5⅛c.@5¼c. in bulk, for early delivery, and at 9c.@9⅛c. in shipping order....Refined has been quiet since our last, with early delivery quoted at 11⅛c.@11¼c., and forward delivery at 11⅛c.@11¼c....Refined, in cases, 16c.@17½c....Naphtha, 9¼c. for City....Refined Petroleum, at Philadelphia, August deliveries, quoted at 10⅞c.@11c....At Baltimore, Refined, for early delivery, quoted at 10⅞c.@11c.

PROVISIONS—Pork has been quiet for early delivery at rather easier prices. Sales have been reported, for early delivery, of 40 bbls. Western Mess at $21 50; 60 bbls. Prime Mess at $19 50@$19 75, and small lots of Extra Prime at $16 25@$16 50, for inspected....For forward delivery sales have been reported of 3,750 bbls. Western Mess, September option, at $21 50@$21 70, closing at $21 55; with August option quoted at $21 50....Dressed Hogs have been in light demand, with City at 10⅛c.@10⅝c. for heavy to light....City Cut-meats have been moderately sought after and prices have favored buyers. Sales reported of 10,000 lb. Pickled Shoulders, in bulk, at 10⅝c.@10¾c.; 3,000 lb. light Smoking Bellies, at 13⅞c.; and sundry small lots of other City bulk stock within our range. Western product scarce and inactive....We quote: Pickled Shoulders at 10⅝c.@10¾c.; Smoked Shoulders at 11¾c.; Pickled Hams at 13½c.@14c.; Smoked Hams at 15c.@15¼c.; Pickled Bellies, in bulk, at 12¼c.@12½c.; Rib Bellies, bxs., 14 lb., 12½c.; Western Dry-salted Shoulders, in tcs., quoted at 8¾c.; Western Pickled Hams, in tcs., at 11½c.@12½c., the latter for light; Western Dry-salted Short cut Hams, in bxs., 11c.@11½c., and Boston Backs, in bxs., nominal....Bacon has been quiet and quoted heavy, with City Long Clear quoted at 12½c.; Western Long and Short Clear nominal. Sales have been reported of only small lots City Long Clear at quoted rates....Lard has been less actively inquired for for prompt and forward delivery, but Western has been held at firmer prices. Sales have been reported of small lots Western Steam at 13⅞c.@14c.; 150 tcs. new do. at 13¾c.@13⅞c.; 110 tcs. City do. at 13c.; 30 tcs. No. 1 City at 12½c.; small lots of Refined, for the Continent, at 13⅞c., and do., for the West Indies, at 13⅝c.@13¾c. ℔ lb....And for forward delivery, sales have been made of 250 tcs. Western Steam, August option, at 14 1-16c., closing at 14c.@14 1-16c.; 4,000 tcs. do., September, at 14c.@14⅛c., closing at 14 1-16c.; 500 tcs., October, quoted at 14c., closing at 14 1-16c.; and seller the remainder of the year quoted at 12¾c.@13c. ℔ lb.... Beef has been in rather better demand and quoted steady. We quote at from $8@$9 50 for Plain Mess, $10@$10 75 for Extra do., and $16 for Packet, ℔ bbl.; sales, 100 bbls....Tierce Beef quoted at $15 for Prime Mess, $16@$17 for India Mess, $28 for City Extra do., ℔ tierce....Sales, 50 tcs. City Extra India Mess at $28, and 50 tcs. Philadelphia at $26....Beef Hams continue in moderate demand since our last, at from $20@$23 for good to extra choice old and new.... The movements in the line of Butter have been rather less satisfactory as to amounts, and prices of most kinds have been quoted as favoring buyers slightly, though on the best makes, which have been in light supply, holders have been claiming very full rates. We quote Butter thus: State, in tubs, at 20c.@33c. for ordinary to very choice, chiefly at 23c.@30c. for fair to prime, and 30c.@32c. for prime to choice; State, in pails, 20c.@35c. for ordinary to fancy, mostly at 25c.@30c. for about good to prime, and 32c.@35c. for choice fancy; State, in firkins, at 22c.@32c. for about fair to very choice; Western at 14c.@29c. for poor ordinary to fancy, mostly at 16c.@25c. for about fair to choice....The demand for Cheese has been fair, but not urgent. Prices on other than the very choicest makes have been quoted weak. We quote Cheese at 5½c.@12¼c. for ordinary to strictly fancy State Factory, mainly at 10c.@11½c. for about good to fine, and 11¾c.@12¼c. for choice to fancy, and 5c.@11c. for State dairies, and new Ohio factory at 3c.@11c. for very poor to fancy....Eggs have been moderately sought after, within the advanced range of 19½c.@23c. for fair to extra choice, chiefly at 20c.@22c. for good to choice marks, ℔ dozen.

SEED—Of Calcutta Linseed further sales of 2,000 bags were reported at $2 10, gold, 60 days. Market otherwise dull, but steady.

SOAP—Has been less sought after, especially in the wholesale line, at about previous prices. Castile quoted at 8½c.@8⅝c.; Colgate's Pale at 7½c., currency; Family, 8c., and W. F. Taylor's do., 6½c., less usual discount.

SPICES—A somewhat better inquiry has been noted for the leading kinds at steady rates. Mace quoted, in lots, at $1@$1 12½; No. 1 Nutmegs, $1@$1 02½@$1 05; Cassia, 22c.@22½c.; Cloves, 35c.@36c.; East India Pepper, 16½c.@16¾c.; White Pepper, 25c.@25½c.; Pimento, 10¼c.@10½c.; Ginger, 10c.@10½c. ℔ lb.

SUGARS—Raw have been quoted about steady on however a less active movement. The demand from refiners has been moderate. Sales have been made of 1,080 hhds. about fair to about good refining Cuba at 8c.@8 5-16c.; and 150 bxs. Clayed, low grade, at 7¾c. ℔ lb....We quote fair refining Cuba at 8c.@8 1-16c.; good do. at 8 5-16c.@8⅜c.; prime do., 8⅜c.@8 7-16c.; fair to very choice Grocery, 8½c.@9¼c.; No. 12 Clayed stock at 8⅝c.@8¾c.; Centrifugal stock at 8⅝c.@9⅛c.; Manila bags, 7⅛c.@7⅞c.; Molasses Sugar, 7c.@8c.; Melado, 4½c.@6⅞c., ℔ lb. Refined Sugars have been in fair request, with Crushed quoted at 11⅛c.; Powdered at 11¼c.; Granulated at 10⅞c.; Cut Loaf at 11⅝c.; A's at 10c.@10½c., and Yellow at 9c.@9⅞c., ℔ lb....The movements in Raw Sugars in this market since Aug. 1 have been summed up thus:

	Hhds.	Bxs.	Bags.	Melado.
Stock, Aug. 1, 1875	154,799	44,508	176,953	14,533
Receipts, since	4,078	3,625	770	901
Total	158,877	48,133	177,723	15,434
Sales, since	3,616	1,205	56	....
Stock, Aug. 5, 1875	155,261	46,928	177,667	15,434
Stock, Aug. 6, 1874	144,041	92,987	199,880	1,252

TALLOW—Has been in very good demand, mostly for export, at rather firmer prices. Good to strictly prime quoted at 8 13-16c.@8 15-16c.; sales, 140,000 lb.... Stearine has been dull and nominal at 17c. (nominally) for choice City, in hhds.; 15½c.@16c. for choice Western, in tcs.

TEAS—Dull at former quotations.

WHISKY—Has been quoted firmer, on a better demand; sales, 250 bbls. at $1 21; 100 bbls. at $1 21½; and 100 bbls., to arrive, at $1 21½ ℔ gallon.

FREIGHTS—An active inquiry prevailed again today for Grain room on berth and charter, at rather stronger rates on berth, but at a shade easier figures for tonnage on charter. Vessels suited to the petroleum trade were in very good request, mainly for the Baltic, at essentially unaltered quotations. The demand for tonnage suited to the Deal, Lumber, and Coal trade (the Coal trade call mostly for coastwise service) at about late figures. Apart from which features the market was comparatively tame and uninteresting. No demand for Cotton room; quotations nominal....For Liverpool, the engagements reported since our last have been by sail, 50 hhds. Tallow at 28s. 9d. ℔ ton; and by steam, 64,000 bushels Grain, including 32,000 bushels at 8½d. for Corn and 9d. for Wheat, 16,000 bushels at 9d. ℔ standard bushel, and 16,000 bushels Corn at 8¾d. ℔ bushel; 1,400 bxs. Cheese, part at 45s.; 190 bxs. Bacon, reported at 37s. 6d. ℔ ton; and 80 hhds. Tobacco at 30s. Also a bark, 426 tons, with Deals, from Richibucto, (reported as chartered there,) at 80s.; a ship, 1,513 tons, with Wheat, reported from San Francisco as loading on owner's account, and another, 902 tons, with Flour and Wheat, from Portland (Oregon,) reported on private terms.... For London, by sail, 400 bbls. Resin on private terms. ....For Glasgow, by steam, 16,000 bushels Grain, reported at 8½d.@9d. ℔ bushel; and 2,000 bxs. Cheese at 45s. ℔ ton....For Bristol, by sail, 8,000 bushels Wheat (relet room) at 9½d.; and, by steam, 40,000 bushels Grain (engaged some days since) at 11½d. ℔ bushel....For Bristol Channel, a ship, 1,022 tons, with Deals, from St. John, (reported as chartered there,) at 76s. 3d....For the United Kingdom, an American bark, 449 tons, with about 2,900 bbls. Refined Petroleum, from Philadelphia, at 6s. ℔ bbl.... For the east coast of Ireland, a bark, 327 tons, with Deals, from St. John, (reported as chartered there,) at 76s. 3d....For Cork and orders, an Austrian bark, 654 tons, hence, with about 4,000 quarters Grain, at 7s. 9d.; a British bark, 684 tons, hence, with about 4,400 quarters do., (a recharter,) at 7s. 9d.; three or four other barks, (to arrive,) hence, with Grain, reported without reliable particulars, quoted at 7s. 3d.@7s. 9d. from Europe or the Provinces, and five ships, 1,563, 1,416, 1,372, 889, and 881 tons, with Wheat, reported from San Francisco, on private terms....For Antwerp, by steam, 55,000 bushels Wheat, on private terms, quoted nominally at 11d. ℔ bushel as the asking rate....For Hamburg, by steam, 8,000 bushels Grain, on private terms, quoted at 10d. ℔ bushel as the asking rate; 400 pks. Lard at 1.70 reich-marks; 750 pks. Leather at 3.50 do.; and 2,000 bxs. Extract of Logwood, on private terms....For Rotterdam, by steam, 10,000 Wet-salted Hides, at 35s.; 8,000 bushels Grain, 75 pks. Tobacco, and 2,000 pks. Starch, and 3,500 Staves, reported on private terms: also a German bark, 633 tons, hence, with about 4,400 quarters Grain, reported at 7s. 3d.@7s. 6d. ℔ quarter....For the German Baltic, a German bark, 414 tons, with about 2,900 bbls. Refined Petroleum, from Philadelphia, reported at 6s. 9d. ℔ bbl....For Riga, a Norwegian bark, 597 tons, hence, with about 3,800 bbls. Refined Petroleum at 6s. 3d. ℔ bbl....For Riga or Cronstadt, a Norwegian bark, 426 tons, hence, with about 2,700 bbls. Refined Petroleum at 6s. 3d. ℔ bbl....For the Baltic, an American bark, 440 tons, hence, with about 3,000 bbls. Refined Petroleum on private terms, quoted nominally at about 6s. 6d.; a Norwegian brig, 183 tons, hence, with about 1,350 bbls. do. at 7s.; a Norwegian bark, 523 tons, with about 3,600 bbls. do., from Philadelphia, on private terms, quoted nominally at 6s. 9d.@7s. ℔ bbl....For the west coast of Italy, an American schooner, with about 10,000 cases Petroleum, from Philadelphia, reported at 28c. ℔ case....For the Levant, an American bark, 536 tons, hence, with Petroleum in cases, rumored, but without reliable particulars....For Fiume and Trieste, a Norwegian bark, 392 tons, (now at Providence,) hence, with Tobacco, at 55s....For a British Windward Island, a British brig, 260 tons, hence, with general cargo, reported at about 50c. ℔ bbl.

LIVE STOCK MARKETS.

BUFFALO, N. Y., Aug. 5.—Cattle—Receipts to-day 1,292 head, making the total supply for the week thus far 8,670 head, or 510 cars, of which 301 cars were through consignments, the balance being on sale here, against 488 cars for the same time last week, and 584 cars for the corresponding week last year. The market was slow this morning, the fresh arrivals being all through consignments; few transactions about clearing up the yards; Eastern dealers supplied and returned home, not sufficient sales made for marketable quotations. Sheep and Lambs—Receipts to-day, 400 head, making the total supply for the week thus far 9,800 head, against 15,100 head for the same time last week, and 17,000 head for the corresponding week last year; the market opened slow, with the demand limited, the supply being about equal to the demand; all offered were sold; a few good straight store Sheep could have been readily disposed of; common quality of Sheep, such as have been offered here for the last few weeks, are not wanted; good quality Sheep and Lambs found ready sale, while common and poor quality have generally dragged; 2,500 head of all kinds disposed of; Ohio clipped Sheep, averaging 80 to 83 to 90 lb., at $5 12½@$5 37½@$5 60; Michigan clipped, averaging 67 lb., at $4 25; Canada Lambs, averaging 67 lb., at $6 65. Hogs—Receipts to-day 1,900 head, making total supply for the week thus far 11,500 head, against 9,750 head for same time last week, and 12,000 head for same week last year; market slow; but few offering; about all sold; demand confined to city trade; we quote to-day: Yorkers, $7 50@$7 80; heavy Hogs, $8@$8 12½; tillers, averaging 224 lb., $7 60.

CHICAGO, Ill., Aug. 5.—Cattle—Receipts, 2,500 head. Market moderately active and prices firmer. Sales, $4 50@$6 60 for Natives; $2 50@$3 80 for Texans; choice Steers sold at $6 25. Shipments, 2,200 head. Live Hogs—Receipts, 9,000 head. Demand active, and prices have advanced 5c.@10c.; common to good heavy, $7 50@$7 75; light, $7 75@$7 90; extra Baltimore and Philadelphia, $7 95@$8; Shippers, $6 75@$7 25. Shipments, 3,800 head. Sheep—Receipts, 700 head. Demand good at full prices. Sales—Poor to choice, $3@$4 75; extra, $5 25.

BALTIMORE, Md., Aug. 5.—Cattle—The market during the past week has been fairly active; the prices are ⅛c.@¼c. higher; the very best, 5⅞c.@7¼c.; first quality, 4¾c.@5⅞c.; medium or good, fair quality, 4¼c.@4¾c.; ordinary thin Steers, Oxen, and Cows, 3¾c.@4¼c., most sales at 5¼c.@6¼c.; receipts, 1,370 head; sales, 1,182 head. Hogs have been steady, closing with the pens nearly bare and the prices tending upward; the range is 10¼c.@11c.; receipts, 4,560 head. Sheep have been firm and in fair demand; the prices range from 4c.@5½c. Lambs—Sales of 200 head at $4 25; receipts, 4,181 head.

THE STATE OF TRADE.

CHICAGO, Ill., Aug. 5.—Flour quiet but firm. Wheat generally unchanged, but sales rather lower; closed a shade higher; No. 1 Chicago Spring, $1 32, spot; No. 2 do., $1 26½, spot; $1 25¾, seller September; $1 22½@$1 23, seller all the year; No. 3 do., $1 18½@$1 19; Rejected, $1 07@$1 07¼. Corn quiet and weak; No. 2 Mixed, 71⅝c.@71¾c., spot or seller August; 73⅛c.@73¼c., seller September; 60c., seller all the year; rejected, 68½c.@69c. Oats—Demand active and prices have advanced; No. 2, 60c., spot; 46¼c. bid, August; 41c. bid, September; rejected, 54c. Barley strong and higher; No. 2 Spring has sold at $1 19½; closed at $1 17 seller, September; $1 15, seller October. Rye—Demand good at full prices; No. 2, 85c. Pork—Fair demand but at lower rates; $21 25, spot; $21 35@$21 37½, seller September; $21 50@$21 60, seller October. Lard dull and lower; 13½c., spot; $13 45, seller August; $13 60@$13 65, seller September. Bulk Meats steady and firm. Whisky, $1 18. Receipts—Flour, 6,000 bbls.; Wheat 36,000 bushels; Corn, 117,000 bushels; Oats, 8,000 bushels; Rye, 725 bushels. Shipments—Flour, 8,000 bbls.; Wheat, 21,000 bushels; Corn, 225,000 bushels; Oats, 7,000 bushels; Rye, 350 bushels. At the afternoon call of the board: Wheat active and higher; $1 27, August; $1 26¼, September. Barley and Oats firm. Pork unchanged. Lard, 13½c., cash; $13 70, September.

ST. LOUIS, Mo., Aug. 5.—Flour held above buyers' views; little done. Wheat active and higher; the firmness of holders checked business; No. 2 Red Winter, $1 70 asked, $1 60 bid, cash; sales at $1 58½@$1 60, September; $1 64@$1 65 bid, August. Corn scarce, wanted, higher; No. 2 Mixed, 71c.@75c., cash; 73¾c.@74c., September. Oats higher; No. 2, 63c.@65c. bid, cash, for new; 72c. for old; sales at 52c.@52¾c., August; 44c., September. Rye—No. 2, 85c. bid. Pork firm; sales of small lots at $22 50. Lard quiet and unchanged; Summer, 12½c.; Prime Kettle, 14c. Bulk Meats firmer, held higher; Shoulders, 8½c., up country; closing at 8⅝c.@8¾c.; no movement in Sides. Bacon firmer; held higher; Shoulders, 9½c.; Clear Rib Sides, 13c.@13⅛c.; Clear Sides, 13½c. Whisky scarce and firm at $1 19. Live Hogs higher to low grades; Shippers', $7 30@$7 60; Bacon, $7 45@$7 70; Butchers', $7 75@$8. Cattle active and lower for Texans; prime to choice Natives, $6@$6 50; fair to good do., $5 10@$5 65; Cows, $3@$3 75; good Texans, $4@$4 12½; medium to fair, $3@$3 50; common, $2 50@$2 75. Receipts—3,000 bbls. Flour, 26,000 bushels Wheat, 4,000 bushels Corn, 8,000 bushels Oats, 1,000 bushels Rye, 970 Hogs, 765 head Cattle.

BUFFALO, N.Y., Aug. 5.—Receipts by Lake—Flour, 6,750 bbls.; Wheat, 55,000 bushels; Corn, 64,000 bushels. Receipts by Railroad—Flour, 32,000 bbls.; Wheat, 8,000 bushels; Corn, 35,000 bushels; Oats, 15,000 bushels. Shipments by Railroad—Flour, 3,200 bbls.; Wheat, 7,500 bushels; Corn, 92,000 bushels; Oats, 21,000 bushels. Shipments by Canal to Tidewater—Wheat, 133,000 bushels; Corn, 16,500 bushels. To Interior Points—Wheat, 10,000 bushels; Corn, 8,500 bushels. Freights by Canal—Wheat, 8½c.; Corn, 7¾c., nominally; Oats, 5c. to New-York, tolls included; Flour firm and active; 1,000 bbls. sold at $6 25@$6 75 for Spring, $6 50@$7 50 for Bakers' $6 50@$7 75 for Amber, $7 25@$8 for White, $6 for Rye, $8 50@$10 for New Process. Wheat dull and firm; sales of 7,800 bushels No. 1 Hard Milwaukee, to arrive, at $1 40½; 2,000 bushels No. 1 Milwaukee, spot, at $1 40. Corn quiet and firm; sales of 16,000 bushels, sample, on private terms; 14,000 bushels No. 2 Mixed Western at 77c.@77½c., including car lots. Oats, Rye, and Barley, none here. Pork, Lard, and Highwines quiet and unchanged.

BALTIMORE, Aug. 5.—Flour very strong and active at full prices; Howard Street and Western Extra, $5 50@$6 25; City Mills Family, $9; other grades unchanged. Wheat dull, and, for low and medium grades, off; No. 2 Western Amber, $1 55; Mixed do., $1 50; No. 2 Western Red, $1 53; Pennsylvania Red, $1 50; Maryland, $1 32@$1 55; do. Amber, $1 56@$1 60; do. White, $1 40@$1 58. Corn—Western dull; ½c. off; Southern firmer; Southern White, 89c.@90c.; do. Yellow, 89c.; Western Mixed, 86c., spot; 87c., September. Oats firm; Southern, 60c.@64c.; Western White, 64c.@65c.; Mixed, 62c.@63c. Rye dull at 90c.@95c. Hay quiet and unchanged. Provisions strong; Pork, $22@$22 25. Bulk Meats—Shoulder, 9¼c.; Clear Rib Sides, 12⅜c.@12½c., loose; packed, 9½c.@12¾c. Bacon—Shoulders, 10¼c.@10½c.; Clear Rib Sides, 13⅝c.@13¾c. Hams, 14½c.@14¾c. Lard firm; Crude, 14c.; Refined, 14½c.@14¾. Butter steady and unchanged. Petroleum dull and nominal. Coffee quiet but firm and unchanged. Whisky firmer at $1 23.

PHILADELPHIA, Aug. 5.—Petroleum steady at 11c. for Refined, and 8⅝c. for Crude. Bark held at $34 for No. 1 Quercitron. Seeds unchanged; Clover-seed, 14c. for choice Western; Timothy, $3@$3 15; Flax-seed, $1 50. Flour in active request for consumption and full figures are obtained; sales of 1,000 bbls., including Extras at $5@$5 50; Iowa, Minnesota, and Wisconsin Family at $6 50@$7 25; Pennsylvania, Indiana, and Ohio, $6 25@$7; high grades, $7@$8 25. Rye Flour, $5 75. Corn-meal firm. Wheat moves freely; sales new Red at $1 38@$1 42; old do., $1 48@$1 55; old Amber, $1 55; White, $1 60. Rye steady at $1. Corn firm and in moderate demand; sales Yellow at 88c.; Western Mixed at 88c. Oats held higher; sales White at 70c.; Mixed, 64c.; new, 61c.@63c. Whisky firm at $1 22.

MILWAUKEE, Wis., Aug. 5.—Flour quiet and unchanged. Wheat—Demand fair and market firm; No. 1 Milwaukee, $1 35; No. 2 do., $1 30; seller August, $1 28; seller September, $1 25@$1 25¾. Corn steady and firm; No. 2, 71½c.@72c. Oats—Demand active and prices advanced; No. 2, 54½c.@55c.; Mixed Western, 57c.; White, 59½c. Rye—Demand fair and prices have advanced; No. 1 Fall, 81c.@82c.; No. 2, 75c. Barley—Market buoyant but unsettled; opening at $1 18; closing at $1 14½@$1 15; No. 2 Spring, seller September, $1 18. Provisions steady and firm; Mess Pork, $21 50. Lard steady and firm at 13¾c.@14c. Receipts—5,000 bbls. Flour, 75,000 bushels Wheat, 3,000 bushels Corn, 3,000 bushels Oats, 1,000 bushels Barley, 482 bushels Rye. Shipments—5,000 bbls. Flour, 4,000 bushels Wheat, 400 bushels Barley.

BOSTON, Mass., Aug. 5.—Flour—Receipts come forward slowly, and the stock here is held at very full prices; sales of Western Superfine at $5@$5 50; common Extras, $6@$6 50; Wisconsin and Minnesota Extras, $6 50@$7 50; White Wheat Ohio, Indiana, and Michigan, $7@$8; White Wheat Illinois, $7@$9; White Wheat St. Louis, $7@$9 50, ℔ bbl. Southern Flour firm at $6@$9 50 for common Extra and choice Family; fancy Minnesota, $7 50@$9 50. Corn firm and in fair demand at 90c.@93c. ℔ bushel. Oats firm, with a tendency upward; sales at 71c.@78c. ℔ bushel for Mixed and White. Rye, $1 15 ℔ bushel. Shorts, Fine Feed and Middlings, $25@$30 ℔ ton. Receipts—Flour, 2,810 bbls.; Corn, 8,400 bushels; Wheat, 800 bushels; Oats, 3,500 bushels; Shorts, 1,000 bushels.

CINCINNATI, Ohio, Aug. 5.—Flour—Good demand, but at lower rates; Family, $7 65@$7 85. Wheat quiet but firm; Red, $1 60@$1 70; sales, choice at $1 75. Corn firmer; held higher at 74c.@77c. Oats steady and firm at 73c.@78c. Rye quiet but steady at $1@$1 05. Pork—Demand fair and market firm; sales country, $21 25; City held at $22. Lard quiet; steam, 13½c.@13⅝c.; Kettle, 14½c. Bulk Meats quiet but steady; Shoulders, 8⅝c.@8¾c. Clear Rib Sides, 12c.; Clear Sides, 12¼c. Live Hogs steady, with a fair demand; Common, $7 25@$7 50; Fair to Medium, $7 60@$7 70; Good to Extra $7 75@$7 90; bulk of sales at $7 70@$7 80. Receipts—2,000. Whisky—Demand fair and market firm at $1 17. Butter—Demand good at full prices.

TOLEDO, Ohio, Aug. 5.—Flour firm and unchanged. Wheat—Demand fair and prices have advanced; closing quiet; No. 1 White Michigan, $1 56; Amber Michigan, $1 55; new do., $1 48, August; $1 53¾, September; No. 2 Red Winter, new, $1 45. Corn steady, with a fair demand; high Mixed, 77½c.; August, 78c.; September, 78¼c.; no grade, 75½c.; damaged, 66c. Oats—Demand fair, and prices have advanced; closing steady; No. 2, 63c.; August, 52c.; September, 48½c. Freights dull and unchanged. Receipts for two days—460 bbls. Flour, 9,000 bushels Wheat, 4,000 bushels Corn, 309 bushels Oats. Shipments for two days—200 bbls. Flour, 1,000 bushels Corn, 2,000 bushels Oats.

OSWEGO, N. Y., Aug. 5.—Flour, 25c. higher on all grades; sales, 1,500 bbls. at $7 75 for No. 1 Spring; $8 for Amber Winter; $8 25 for White Winter; $8 50 for Double Extra. Wheat firm; No. 1 Milwaukee Club held at $1 44; Extra White Michigan, $1 60. Corn steady; sales, 1,500 bushels high Mixed at 85c. Corn-meal $34 for bolted, $33 for unbolted, ℔ ton. Mill-feed higher; Shorts, $24; Shipstuffs, $26; Middlings, $30 ℔ ton. Canal Freights—Wheat, 6c.; Corn and Rye, 5½c. to New-York; Lumber, $2@$2 10 to the Hudson. Lake Receipts—705,000 feet Lumber. Canal Shipments—109,600 feet Lumber.

LOUISVILLE, Ky., Aug. 5.—Flour steady and firm. Wheat quiet but steady at $1 40@$1 60. Corn—Demand fair and prices have advanced; sales at 83c.@85c. Oats—Demand good at full prices; sales at 70c.@75c. Rye—Old, nominal; New, 85c. Provisions quiet but firm. Pork, $22 25. Bulk Meats—Shoulders, 9c.; Clear Rib Sides, 12⅝c.; Clear Sides, 12⅝c., loose. Bacon—Shoulders, 9¼c.; Clear Rib Sides, 13⅝c.; Clear Sides, 13⅝c., packed. Hams, 13¾c. Lard, 14¾c. Whisky, $1 17. Bagging quiet but firm at 13¾c.@14¼c.

DETROIT, Mich., Aug. 5.—Flour excited and nominally 25c. higher; Extra Winter, $7 50@$7 75. Wheat strong and 2½c. higher; Extra, $1 57½ for old; $1 49 for new; No. 1 White Michigan, $1 56½ for old; new, $1 43, spot and next week; No. 2 do. $1 38½ for new; No. 1 Amber, $1 51 for old; $1 40 for new. Corn 4c. higher; No. 1 Mixed, 79c. Oats active, but lower; No. 1, 60c. Pork steady and unchanged. Lard steady and unchanged. Receipts—Wheat, 1,000 bushels; Corn, 12,000 bushels. Shipments—Wheat, 4,000 bushels; Corn, 1,000 bushels.

ALBANY, N. Y., Aug. 5.—Wheat dull. Rye nominally quoted in the street at 90c. for new; $1 for old. Corn scarce and quiet at 87c.@88c. for Western in lots. Oats firmly held; sales of three cars No. 2 Mixed State on private terms; 1,500 do. do., on private terms, the latter understood to be not less than 64c.; one car No. 1 White State at 69c.; one car No. 1 Mixed State at 67c. Barley more active, with large sales on private terms. Malt steady.

INDIANAPOLIS, Ind., Aug. 5.—Flour, $7@$8 50. Wheat—Red, $1 45@$1 50; Amber, $1 50@$1 55; White, $1 60@$1 65. Corn—Ears, 70c.; Shelled, 73c. Oats, 58c.@60c. for car lots. Bulk Meats—Shoulders, 8⅝c.; Clear Rib Sides, 12⅛c.; Clear Sides, 12¼c. Bacon—Shoulders, 9⅝c.; Clear Rib Sides, 13⅛c.; Clear Sides, 13½c. Hams, 13½c.@14½c. Lard, 13¾c.@14½c.

NEW-ORLEANS, La., Aug. 5.—Bran firm at $1 15. Hay advanced $2 ℔ ton; 100 tons new sold on its merits at $30; old prime, $31. Corn-meal firmer at $3 90. Other articles unchanged. Exchange—New-York sight, ⅜c. premium; Sterling, 551½. Gold, 113.

WILMINGTON, N. C., Aug. 5.—Spirits Turpentine steady at 27½c. Resin quiet at $1 35 for Strained, delivered. Tar steady at $2.

FOREIGN MARKETS.

LONDON, Aug. 5—12:30 P. M.—Consols for money, 94½; for the account, 94 9-16. Erie Railway Shares, 13½.

1:30 P. M.—The demand for discount at the bank, as well as in the open market, is light. The rate of discount in the open market for three months bills is 1⅞@2 ℔ cent., which is ⅝@⅛ ℔ cent. below the bank rate. Consols for money, 94 7-16; for the account, 94 9-16.

3 P. M.—The bullion in the Bank of England increased £58,000 during the past week.

3:30 P. M.—The amount of bullion withdrawn from the Bank of England on balance to-day is £10,000. The proportion of the Bank of England reserve to liability, which last week was 51 ℔ cent. is now 50½ ℔ cent.

5 P. M.—Erie Railway Shares, 13.

PARIS, Aug. 5.—The specie in the Bank of France has decreased 886,000f. during the past week. Rentes, 66f. 20c.

LIVERPOOL, Aug. 5, 12:30 P. M.—Cotton—The market is quiet and steady; Middling Uplands 7¼d.; Middling Orleans, 7½d. Sales, 12,000 bales, including 3,000 bales for speculation and export. Cotton to arrive dull. Sales of shipments of the new crop, on the basis of Middling Uplands, nothing below Low Middling, at 7¼d.

1:30 P. M.—Cotton—Sales on the basis of Middling Uplands, nothing below Low Middling, deliverable August and September, at 7 1-16d. Provisions—Cheese, 51s. 6d. ℔ cwt, for new American. Pork, 80s. ℔ bbl. for new Mess. Produce—Tallow, 41s. 6d. ℔ cwt.

2:30 P. M.—Cotton—Of the sales to-day 6,800 bales were American.

3 P. M.—Cotton—Sales on the basis of Middling Uplands, nothing below Low Middling, deliverable October, at 7¼d.; do. do., deliverable September and October, at 7 3-16d.

5 P. M.—Cotton—Sales on the basis of Middling Uplands, nothing below Good Ordinary, deliverable September and October, at 7⅛d. Breadstuffs—Wheat, 10s. 10d.@11s. 2d. ℔ cental for average California White; 11s. 1d.@11s. 7d. for Club do. Corn, 34s. 6d. ℔ quarter for mixed Western. Provisions—Lard, 60s. 6d. ℔ cwt.

5:30 P. M.—Cotton—Sales on the basis of Middling Uplands, nothing below Low Middling, deliverable October and November, at 7¼d. Provisions—Lard, 60s. 6d.@61s. 6d. ℔ cwt.

LONDON, Aug. 5—3:30 P. M.—Produce—Refined Petroleum, 9d.@9¼d. ℔ gallon. Tallow, 45s. ℔ cwt. Evening—Spirits of Turpentine. 22s. 3d.@22s. 6d.

HAVANA, Aug. 5.—Spanish Gold, 223½@224. Exchange active; on the United States, 60 days, currency, 109@110 premium; short sight, do., 113@114 premium; 60 days, gold, 133@135 premium; short sight, do., 137@138 premium; on London, 163@165 premium; on Paris, 133@135 premium. Sugar dull; No. 12 Dutch Standard, 15@15½ reals ℔ arroba; in gold, 6½@6¾ reals.

THE COTTON MARKETS.

CHARLESTON, Aug. 5.—Cotton quiet; Middling, 14½c.; Low Middling, 14c.; Good Ordinary, 13½c.; net receipts, 37 bales; exports to Great Britain, 841 bales; coastwise, 42 bales; sales, 35 bales; stock, 4,026 bales.

SAVANNAH, Aug. 5.—Cotton quiet; Middling, 13¾c.; others unchanged; net receipts, 6 bales; gross, 57 bales; exports coastwise, 1 bale; sales, 1 bale; stock, 737 bales.

NEW-ORLEANS, Aug. 5.—Cotton firm; Middling, 14¼c.; Low Middling, 13¼c.; Good Ordinary, 12c.; net receipts, 8 bales; sales, 400 bales; stock, 20,313 bales.

GALVESTON, Aug. 5.—Cotton unchanged; Middling, 13¾c.; Low Middling, 13c.; Good Ordinary, 12c.; net receipts, 106 bales; stock, 1,860 bales.

"ETHER VERSUS CHLOROFORM."

J. T. Clover writes to the London *Times*, on July 22: Mr. George Pollock, in his letter on ether and chloroform in the *Times* of to-day, says that I have abandoned the use of chloroform for that of ether. This is not quite correct, as I continue to employ it either alone or in various combinations according to the case. But I would offer my opinion that we are not yet in a position to say in an absolute manner of any agent that it ought or ought not to be given or withheld.

The whole subject of anæsthetics is from its very nature one of progressive development, and I think it would be an error to impress the public mind unduly in this or that direction at the stage at which we have reached. It will probably be the wiser course to leave the discussion of the details of this very important subject to the ordinary professional channels.

We may be quite certain that no person can be more anxious to arrive at sound conclusions, or more able to estimate the value of evidence and the course of experience in this matter than those on whom the responsibility of the administration of these potent agents devolves.

Wharton Hood writer to the same journal:

Mr. Pollock's letter on the inhalation of chloroform, valuable as it is in many respects, yet fails to draw a distinction which is of great importance to the community. The use of chloroform is not limited to the production of insensibility during surgical operations, but it is also employed, and very extensively, for alleviating the pains of childbirth. The fatal results which have occasionally followed its administration for the former purpose have, I believe, never followed its administration for the latter, probably for the reason that a minor degree of effect is sufficient, and that the confines of danger are not approached. It will be a matter of much regret if Mr. Pollock's letter, useful as it is in his own domain of surgery, should prevent women from availing themselves of what has been to them not only an incalculable solace, but also, on account of the suffering which it has prevented, a source of safety.

It will, perhaps, be urged that ether should be used also during child-birth, but its disadvantages for this purpose, as compared with chloroform, are so well known to all who are practically conversant with the subject that it is unnecessary for me to dwell upon them. My only object in addressing you is to prevent the occurrence of a panic among women, arising from a belief which would have no foundation as regards their own requirements, although it has only too much when insensibility against the knife is the object to be attained.

THE REAL ESTATE MARKET.

At the Exchange yesterday, Thursday, Aug. 5, by order of the Supreme Court, in partition, under the direction of George W. McAdams, Esq., Referee, R. V. Harnett sold one three-story brick house, with lot 25 by 100, No. 605 West Forty-sixth street, north side, 100 feet west of Eleventh avenue, for $5,000, to F. H. Griffin, and the four-story brick house, with lot 25 by 85.6, No. 607, adjoining above, for $6,600, to the same purchaser; and under a similar court order, in partition, George P. Smith, Esq., Referee, D. M. Seaman disposed of eleven three-story and basement brick houses, with lots each 16.8 by 100.10, on East One Hundred and Fourth street, north side, 150 feet west of Second avenue, for $5,000 each, to S. T. Meyer, second mortgagee. The foreclosure sale by E. A. Lawrence & Co., of a house and lot on East One Hundred and Twenty-eighth street, west of Fourth avenue, was not offered.

TO-DAY'S AUCTIONS.

To-day's sales, all at the Exchange, are as follows:

By E. H. Ludlow & Co., Supreme Court foreclosure sale, W. H. Peckham, Esq., Referee, of the five-story marble-front building, with plot 113.4 by 95 by 63 by 180 by 74.4 by 198 by 29 by 75, known as the "Grand Opera-house," on Eighth avenue, northwest corner of Twenty-third street, together with the right of entrance from Twenty-fourth street. Also, a similar sale, J. P. O'Neil, Esq., Referee, of the house, with lot 21 by 55, No. 308 West Twenty-fourth street, south side, 154 feet west of Eighth avenue. Also, a similar sale, Charles Knox, Esq., Referee, of a house, with lot 19.4 by 142.4, No. 331 West Twenty-third street, north side, 325 feet west of Eighth avenue. Also, a similar sale, George P. Smith, Esq., Referee, of a house, with three lots, each 25 by 199.10, on West One Hundred and Fifty-second street, south side, extending through to One Hundred and Fifty-first street, 100 feet west of Fourth avenue.

By James M. Miller, Supreme Court foreclosure sale, Charles Price, Esq., Referee, of a house and lot, 20 by 89.5, on Elizabeth street, east side, known as No. 44 on map of property belonging to Edward Livingston.

EXCHANGE SALES—THURSDAY, AUG. 5.

By R. V. Harnett.

1 three-story brick house, with lot, No. 605 West 46th st., n. s., 100 ft. w. of 11th av., lot 25x100	$5,000
1 four-story brick house, with lot, No. 607, adjoining above, lot 25x85.6	6,600

By D. M. Seaman.

11 three-story and basement brick houses, with lots, East 104th st., n. s., 150 ft. w. of 2d av., each lot 16.8x100.11	$55,000

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Thursday, Aug. 5.

Broadway, s. e. corner 59th st., 107.5x110.6x100.5x114.10; Joseph B. Ecclesine, Jr., to Louise J., wife of Washington A. Connolly, 1-6 part	$49,500
Broadway, e. s., 150 ft. n. of Academy st., 50x150; Nicholas A. Lespinasse to John Corbet, (contract)	2,650
Eldridge st., w. s., (No. 103,) 25x100; Francis Frey to John Hauck	15,000
7th st., s. s., 252.1 ft. w. of Avenue D, 22.8x90.10; George Bardes to Julius Bacharach	12,700
12th st., n. s., 134.2 ft. e. of Avenue C, 23.10x103.3; George Derr to George Grunewald and Daniel Rummel	22,000
26th st., n. s., 100 ft. e. of 7th av., 44x98.9; Richard P. Perry to Morning Star Mission	nom.
30th st., s. s. 65 ft. w. of 2d av., 17.6x88.5; Inez Adams to Friend J. Hays	Gift.
49th st., n. s., 372 ft. w. of 6th av., 22x100.4; Thomas Cottman to Louise J., wife of Washington A. Connolly, 1-6 part	3,666
57th st., n. s., 50 ft. e. of 10th av., 5x100.5; Reuben H. Cudlipp to Allen L. Mordecai	2,500
60th st., n. s., 275 ft. w. of 1st av., 100x100.5; Frederick Kirchner and Michael F. O'Neill to James Foley	81,500
78th st., s. s., 350 ft. e. of 4th av., 16.8x102.2; Garret L. Schuyler to Jane C. Miller	16,500
100th st., n. s., 275 ft. e. of 9th av., 25x100.11; 9th av., e. s., 25.2 ft. n. of 100th st., 25x100; 101st st., s. s., 250 ft. e. of 9th av., 50x100.11; heirs at law of Samuel Campbell to Josephine C. Gibbons	nom.
120th st., n. s., 200 ft. e. of 1st av., thence n. 42.11 ft., thence s. e. to 120th st., thence w. 44 ft.; Leonnard Autenreith to Joseph Weisbach	1,500
Courtland av., e. s., 50 ft. s. of Waverley st., 50x100; Isaac W. Dunsmore to George W. Banks	6,000
Northern av., w. s., at Fort Washington, on map of lands showing a division between John A. Haven and Gorden Buck, made by Samuel Doughty, dated June, 1836, containing 4.13 acres; Thomas C. E. Ecclesine to Louise J., wife of W. A. Connolly, 1-5 part	30,000
5th av., e. s., 30 ft. n. of 55th st., 50.5x119; 55th st., n. s., 119 ft. e. of 5th av., 16x80.5; Sydney C. Jones and Edith C. and Catharine M. Jones to Rebecca Jones, ⅔ part	76,666
Same property; Helen Adele Jones by W. G. Langdon, guardian, and Catharine M. Jones, to Rebecca Jones, ⅓ part	38,333
10th av., n. e. corner of 215th st., 150x200; 10th av., centre line, s. e. corner of 215th st., 140x250; 10th av., centre line, n. e. corner of 214th st., 140x250; 9th av., centre line, n. w. corner of 215th st., thence w. 450 ft., thence n. 280 ft. to centre of 216th st., thence e. along street to land of Isaac Dyckman, thence still e. to centre of 9th av., thence s. to beginning; 213th st., s. s., 150 ft. w. of 9th av., thence s. 230 ft. to centre of 212th st., thence w. 150 ft., thence n. 260 ft. to centre of 213th st., thence e. 150 ft., thence s. to beginning; Harlem River, n. w. s., intersection of 214th st., thence w. along street to a point 150 ft. w. of 9th av., thence s. 130 ft. to a point equi-distant from 213th and 214th sts., thence w. 150 ft., thence s. 130 ft. to centre of 213th st., thence e. along street 150 ft., thence s. 260 ft. to centre of 212th st., thence e. to said river or creek, thence along said river to beginning; Harlem River, n. w. s., intersection of 211th st., thence westerly along street to a point 150 ft. w. of 9th av., thence s. to land of Isaac Dyckman, thence e. along said land to creek, thence s. to beginning; also all water rights to parcels fifth and sixth above described; 214th st. and original line of high-water mark of the Harlem River as the same winds along lands of C. M. Connolly to intersection of said line of high water with centre line of 212th st., thence along 212th st. 159 ft. to exterior bulkhead as now established, thence along said bulkhead line 521.4 ft. northerly to centre line of 214th st., thence easterly 149 ft. to beginning (water lots;) 211th st. and high-water mark of the Harlem River, thence easterly along 211th st. 138.6 ft. to exterior bulkhead line, thence southerly 123.9 ft., thence easterly 207 ft. to original line of high water distant 92.10 ft. s. of 211th st., thence along said line of high water to centre line of 211th st. at beginning; Thomas Cottman to Louise J., wife of W. A. Connolly, 1-6 part	23,000
11th av., between 129th and 130th sts., 1 block x100; Frank J. Dupignac to Louise J., wife of Washington A. Connolly, 1-6 part	8,250
Lots Nos. 187, 188, 206, and 207, map De Peyster tract, made by F. F. Bridges, (all of;) lots Nos. 189, 190, 191, 203, 204, and 205, parcel No. 46, on same map, (⅓ part;) John P. Kennaday to Jane Kennaday, widow, and Catharine, Helen C., and Caroline V. Kennaday, and Jane W., wife of William G. Stille	exch.

LEASES RECORDED.

Bowery, Nos. 28 and 28½, 5 years, per year	$4,800
6th av., No. 86, store and rear basement, 5 years, per year	1,500

CITY REAL ESTATE.

FRANK G. & CHAS. S. BROWN,
REAL ESTATE BROKERS,
Broadway, corner Wall st.
NEW-YORK.

FOR SALE—A LARGE, FIRST-CLASS HOUSE, four-story and basement, with all the modern conveniences, Nos. 36 and 38 East 39th st., between Madison and Park avs.; house 38.6 feet front; lot, 55 feet by half the block. Apply to
THOMAS MURPHY, No. 31 Broad st.

HOUSES FOR SALE IN ALL PARTS OF the City. F. G. & C. S. BROWN, No. 90 Broadway

COUNTRY REAL ESTATE.

AT TARRYTOWN, ON HIGH AND VERY healthy ground, commanding fine views of the Tappan Zee, Haverstraw Bay, and the surrounding country, adjoining the residences of S. B. Schieffelin and Gen. Dodge, the beautiful property of S. H. Crook, Esq., containing about five and a half acres, all fully improved in lawn, flower-beds, fine trees, shrubbery, garden, &c.; improvements consist of brick dwelling-house, twelve rooms, gardener's cottage, two fine stables, and carriage-houses; gas in all the buildings; horses, carriages, furniture, &c., can be purchased with place if desired. This property will be sold at a great bargain and immediate possession given. Apply on the place or to S. EMBERSON, No. 659 6th av.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner of Main and Cone sts.

REAL ESTATE AT AUCTION.

NOTICE OF THE SALE OF LANDS AND TENEMENTS FOR UNPAID ASSESSMENTS.
CITY OF NEW-YORK, DEPARTMENT OF FINANCE, BUREAU OF ARREARS, July 1, 1875.

Under the direction of Andrew H. Green, Controller of the City of New-York, the undersigned hereby gives public notice, pursuant to the provisions of the act entitled "An act for the collection of taxes, assessments, and Croton water rents, and to amend the several acts relative thereto," passed April 8, 1871, that the respective owners of all the lands and tenements on which assessments have been laid and confirmed, and are now due and unpaid, and have remained due and unpaid since the confirmation of said assessments, for regulating, grading, curb, gutter, and paving streets, flagging sidewalks and crosswalks, fencing and filling lots, building sewers, culverts, underground drains, &c., confirmed prior to January, 1872, are required to pay the amount of the assessments so due and remaining unpaid to the Clerk of Arrears, at his office in the Finance Department, in the new Court-house, in the City of New-York, together with the interest thereon, at the rate of twelve per cent. per annum to the time of payment, with the charge of this notice and advertisement.

And if default shall be made in such payments, such lands and tenements will be sold at public auction at the new Court-house, in the City Hall Park, in the City of New-York, on TUESDAY, Oct. 5, 1875, at 12 o'clock noon, for the lowest term of years at which any person shall offer to take the same, in consideration of advancing the amount of the assessments so due and unpaid, and the interest thereon as aforesaid to the time of the sale, and together with the charges of this notice and advertisement, and all other charges and costs accrued thereon. And that such sale will be continued from time to time until all the lands and tenements here advertised for sale shall be sold.

And notice is hereby further given that a detailed statement of the assessments, the ownership of the property on which the assessments are due and unpaid, is published in a pamphlet, and that copies of the pamphlet are deposited in the office of the Clerk of Arrears, in the Finance Department, and will be delivered to any person applying for the same.
A. S. CADY, Clerk of Arrears.

EXECUTORS' SALE.—AT PUBLIC AUCTION, on MONDAY, Aug. 16, at one o'clock, P. M., on the premises, at Pleasantville, Westchester County, N. Y., on the New-York and Harlem Railroad, thirty-one miles from the City, a valuable property, the late residence of Caleb Wildey, deceased, on the main street; four and three-quarter acres of land; plenty of fruit; house two-story, double, twelve rooms; barn, carriage-house, &c., in good order; near to depot, churches, and school; terms easy. Inquire on the premises, or of T. G. SWARTWOUT, No. 229 Broadway, Room No. 41, New-York, or of S. FROST, No. 318 Dean st., Brooklyn.
ELISA ANN WILDEY, Executrix.
ALEXANDER WILDEY, Executor.

DWELLINGS TO LET.

TO LET—A FOUR-STORY HOUSE ON 18TH ST., first door east of Broadway, will be let to a responsible tenant at a moderate rent. Apply to H. H. CAMMANN, No. 25 Pine st.

STORES, &C., TO LET.

OFFICES TO LET
IN THE
TIMES BUILDING.
ON THE SECOND FLOOR.
One office 32x20 feet. One office 32x9 feet.
ON THE THIRD FLOOR.
One office 31x9 feet.
These rooms are desirably located, are in good order, and will be partitioned to suit tenants.
Apply to
GEORGE JONES,
Times Office.

TO LET—THE STORE, BACK ROOM, AND FRONT basement room at No. 127 Waverley place; rent $500 per annum; keys at Myar Mann's, fashionable tailor, next door. THORNTON M. RODMAN, Real Estate Agent, No. 696 Broadway, corner 4th st.

HOUSES & ROOMS WANTED.

WANTED—BY A GENTLEMAN, WIFE, AND daughter, a first or second floor of four rooms, unfurnished, for housekeeping, (first floor preferred,) on the borders of Central Park. Address, stating terms, which must be moderate, W. H. H., Box No. 105 *Times* Office.

WANTED IN ELIZABETH, N. J., NEAR the depot, say about ten minutes' walk, a house to rent in a respectable neighborhood. Address, with full particulars, K. L., Box No. 113 *Times* Office.

SITUATIONS WANTED.

FEMALES.

THE UP-TOWN OFFICE OF THE TIMES.

The up-town office of THE TIMES is located at
No. 1,257 Broadway, bet. 31st and 32d sts.
Open daily, Sundays included, from 4 A. M. to 9 P. M.
Subscriptions received, and copies of THE TIMES for sale.
ADVERTISEMENTS RECEIVED UNTIL 9 P. M.

AT THE PROTESTANT SERVANTS' BUREAU, families, hotels, and others can get capable, reliable servants, (male and female,) good cooks, house-workers. German girls, for City or country. At the HOME BUREAU, No. 138 6th av., above 10th st.

CHAMBER-MAID, HOUSE-WORK, &c.—By an American girl who has been taught to do everything about house-work well; City or country; has good references. Can be seen at the Protestant Bureau, No. 138 6th av., above 10th st.

CHAMBER-MAID AND LAUNDRESS.—By a North of Ireland girl, who is a quick, tidy chamber-maid, and an excellent laundress, can puff, polish, and flute; has good recommendations. Call at Carpenter's, No. 108 6th av., near 9th st., late 11th st.

CHAMBER-MAID AND SEAMSTRESS.—By a reliable, competent young woman, who understands her duties as chamber-maid and is a good family seamstress; best recommendation from present employer. Call at No. 103 West 11th st.

CHAMBER-MAID.—BY A YOUNG PROTESTANT woman as chamber-maid and to assist with fine washing and ironing, or sewing; three years with present family. Call at No. 332 8th av.; ring third bell.

COOK.—BY A FIRST-CLASS COOK; MIDDLE AGE; Protestant; steady and reliable, for a private family; is a good bread, biscuit, and cake baker, &c.; understands all kinds good cooking to suit; has good reference. Call at the Home Bureau, No. 138 6th av., above 10th st.

COOK, WASHER, AND IRONER.—BY A COMPETENT young woman, who is a good cook; makes best soups, bread, biscuits, &c.; is also an excellent washer and ironer; has good recommendations. Call at Carpenter's, No. 108 6th av., near 9th st., late 11th st. and 6th av.

COOK, &c.—BY A NEAT, INDUSTRIOUS GIRL, to do cooking, washing, and ironing, or general house-work; is an economical, reliable, and respectful servant; good cook, excellent washer and ironer; best references; City or country. Call at No. 115 Atlantic st., Brooklyn.

COOK, HOUSEWORK, &c.—BY A GOOD colored young woman; she is a good washer and ironer and cook; will go to the country or City; has good references, and can be seen at the Protestant Home Bureau, No. 138 6th av., above 10th st.

COOK.—BY A RESPECTABLE WOMAN AS FIRST-class cook; will assist with washing in a private family; no objection to the country; best reference. Call at No. 347 East 30th st., second floor, front.

SITUATIONS WANTED.

FEMALES.

COOK, WASHER, AND IRONER, OR House-work.—By a German young woman; understands cooking thoroughly, and is an excellent washer and ironer; willing to make herself generally useful; has best City reference; City or country. Apply at Mrs. Lowe's, removed to No. 131 13th st., between 3d and 4th avs.

COOK, &c.—CHAMBER-MAID, &c.—BY two respectable young American girls in a private family; one as cook and laundress, the other as chamber-maid and waitress; have the best of reference. Call at No. 339 East 34th st.

COOK.—BY A RESPECTABE PROTESTANT WOMAN as first-class cook in a private family; thoroughly understands French and English cooking, boning and larding; has excellent City reference. Apply at Bedell's, No. 340 4th av.

COOK, &c.—BY A VERY NEAT AND TIDY COLored girl of Norfolk, Va., as cook, washer, and ironer, or to do general house-work; no objection to the country. Call at Simms' Select Agency, No. 543 6th av., between 32d and 33d sts.

COOK, WASHER, AND IRONER.—BY A REspectable woman as cook, washer, and ironer in a small private family; best City reference. Call at No. 309 7th av.

COOK.—BY A RESPECTABLE GIRL AS PLAIN cook or to do up-stairs work; no objections to leave the City; best of City reference. Call at No. 249 West 33d st.

COOK.—BY A GOOD PROTESTANT COOK, either in City or country; understands the business in all its branches; has the best reference. Call for two days at No. 307 7th av., third floor, back.

COOK.—BY A YOUNG, ACTIVE, FIRST-CLASS cook, with excellent references; will go in the country. Can be seen at No. 1,233 Broadway for two days.

COOK, WASHER, AND IRONER.—BY A REspectable woman as good cook; is an excellent washer and ironer; best City reference; willing to be generally useful. Call for two days at 204 West 32d st.

COOK.—BY A FIRST-CLASS COOK; UNDERSTANDS soups, meats, pastry, &c.; will cook, wash, and iron in a small private family. Apply at No. 316 East 32d st., second floor, back room.

COOK AND HOUSE-WORK.—By a German Protestant girl, for City or country; is used to all kinds of house-work; has good references. Call at the Home Bureau, No. 138 6th av., above 10th st.

COOK.—BY A GERMAN PROFESSIONAL COOK, FOR hotels or club-houses; is well accustomed to the work and perfectly capable. Can be seen at No. 602 6th av., between 35th and 36th sts.

FRENCH DRESS-MAKER.—BY A GOOD CUTter and fitter; by the day, week, or month; understands several machines. Apply at No. 238 East 10th st., fancy store.

HOUSE-WORK.—BY A GIRL DISENGAGED, TO do general house-work in a small family; good City references. Call at No. 38 Desbrosses st., in the candy store.

HOUSE-WORK.—BY A STRONG, OBLIGING girl; is a good washer and ironer, and has City references. Can be seen at No. 602 6th av., between 35th and 36th sts., first floor.

HOUSE-WORK.—BY A RESPECTABLE GERman girl, to do general house-work; City or country. Call at No. 247 Bowery.

HOUSE-WORK.—BY A RESPECTABLE YOUNG girl to do general house-work in a small private family; good City reference. Call at No. 258 7th av.

LADY'S MAID AND SEAMSTRESS.—BY A young German speaking English as lady's companion or seamstress in a first-class family; unexceptionable City references. Address, for three days, Seamstress, No. 206 East 26th st., rear building, Room No. 4.

LAUNDRESS.—BY A NORTH OF IRELAND PROTestant woman; first-class laundress; French puffing, box pleating, and all kinds of fine work; has lived with best families; well recommended; country or City. Apply at Bookheim's, 307 4th av., near 23d st.

LAUNDRESS.—A FIRST-CLASS LAUNDRESS DEsires to go out by the day or week; thoroughly understands her business. Address Laundress, Box 254 TIMES UP-TOWN OFFICE, NO. 1,257 BROADWAY.

LAUNDRESS.—BY A FIRST-CLASS LAUNDRESS. Apply at No. 161 East 32d st.

NURSE AND SEAMSTRESS.—BY A PROTEStant girl as nurse and seamstress; willing to go in the country. Can be seen at her present employer's for two days, No. 26 West 39th st.

NURSE.—AN EXPERIENCED MONTHLY NURSE can be engaged; recommended by ladies and physicians. Call or address, all week, No. 243 West 26th st.

NURSE.—AS LADIES' MONTHLY NURSE; BEST City and medical reference. Call or address Mrs. G. B. Edgeworth, No. 404 East 23d st.

NURSE AND UP-STAIRS WORK.—BY A REspectable young girl as nurse, and will do up-stairs work, in a private family; City or country; best City reference. Apply at No. 326 West 16th st.

SEAMSTRESS, &c.—A SEAMSTRESS WISHES a few more engagements; understands different sewing-machines; can assist at dress-making. Call on or address Miss Burke, No. 411 West 41st st.

WASHING, &c.—A RESPECTABLE WOMAN wishes to get ladies' or gentlemen's washing, at her home, or would go out by the day; can do fluting; good reference. Call at No. 443 East 13th st., first floor, rear.

WASHING, &c.—BY A RESPECTABLE PROTestant woman, who solicits washing and ironing, or will go out by the day to do house-cleaning, &c.; best references. Call or address Mrs. Morrison, No. 219 West 32d st.

WASHING.—A RESPECTABLE WIDOW, WITH one child, wishes to do washing at her residence at a reasonable price. Call or address Ann Sullivan, No. 161 West 27th street.

WASHING.—GENTLEMEN'S AND FAMILIES' washing at lowest prices; satisfaction guaranteed. Call or address Laundress, No. 411 West 41st st.

MALES.

CARPENTER AND USEFUL MAN.—A GOOD carpenter and useful man wants employment of some kind, in City or country; will work for small wages. Address P. W. Fox, No. 150 Elizabeth st.

COACHMAN AND GROOM.—BY A SINGLE man, who understands the proper care of horses, harness, and carriages; is a good gardener; best City and country reference; willing and obliging. Address Y. K., Box No. 263 TIMES UP-TOWN OFFICE, NO. 1,257 BROADWAY.

COACHMAN AND GARDENER.—BY A REspectable young single man; can milk or do plain gardening, if required; will be found useful and obliging in all respects; has the best of recommendations and security if required. Address W. C., Box No. 252 TIMES UP-TOWN OFFICE, NO. 1,257 BROADWAY.

COACHMAN.—BY A COMPETENT MAN AS FIRST-class coachman; will be found thoroughly trustworthy, sober, and industrious; has five years' City reference from last place; no objection to the country. Address M. M., Box No. 324 TIMES UP-TOWN OFFICE, NO. 1,257 BROADWAY.

COACHMAN, &c.—BY A YOUNG MAN, AN AMERican, as coachman, or breaker and trainer on green stock; fifteen years' experience; the best of City or country reference; no objection to the country. Address for three days, J. S. B., No. 126 West 40th st.

COACHMAN.—BY A YOUNG MAN; SINGLE; HAS a perfect knowledge of his business; willing and obliging; any satisfaction can be given; no objection to a country life. Call or address for two days, M. G., private stable, No. 5 East 19th st.

COACHMAN AND GROOM.—BY A FIRST-class man, married; no incumbrance; strictly temperate; thoroughly understands his business; City or country; highly recommended in every particular. Call or address J. Q., coachman, No. 241 East 36th st.

COACHMAN.—BY A YOUNG MAN; SINGLE; HAS a perfect knowledge of his business; willing and obliging; any satisfaction can be given. Call or address M. G., private stable, No. 51 East 33d st.

COACHMAN.—BY A FRENCHMAN; BEST CITY references. Call on or address A. K., No. 45 West 30th st.

GARDENER.—BY A MARRIED MAN, ENGLISH, no family, who is competent in greenhouse; understands propagation and all branches of his profession, learned under the best gardeners in England and farming in the Western part of this State; would take the entire charge of a gentleman's place; best of City references. Address J. B. D., Box No. 268 TIMES UP-TOWN OFFICE, NO. 1,257 BROADWAY.

NURSE.—AS GENTLEMAN'S NURSE, OR TO TAKE care of an invalid gentleman for the Summer; first-class reference. Address George B. Edgeworth, No. 404 East 23d st.

WAITER.—BY A RESPECTABLE NORTH OF IRELAND Protestant man as waiter in a private family; thoroughly understands his business in all its branches; has unexceptionable references. Apply at Bedell's, No. 340 4th av.

HELP WANTED.

COLORED LAUNDRESS WANTED.—A first-class laundress. Call at No. 45 East 20th st.

WANTED—IN A SMALL FAMILY A THOROUGHLY competent chamber-maid and waitress; first-class references required. Apply at No. 101 Lafayette av., Brooklyn.

SAVINGS BANKS.

SIXPENNY SAVINGS BANK,
ASTOR PLACE.
Established 1853.
NOTICE.
FORTY-FOURTH DIVIDEND.

The Forty-fourth Dividend at the rate of Six per Cent. per annum on sums of $500 and under, and Five per Cent. on sums over that sum, will be placed to the credit of depositors on Aug. 1, payable on the 15th. Money deposited up to Aug. 10 will draw interest from the 1st.
WM. MILES, President.
A. C. COLLINS, Secretary.
E. G. MATURIN, Assistant Secretary.

N. B.—The bank will remove on or about the 1st of September to the corner of Broadway and Astor place.

5 CENTS TO $5,000 RECEIVED.

BANK OPEN DAILY FROM 10 A. M. TO 8 P. M.

COPARTNERSHIP NOTICES.

NEW-YORK, Aug. 2, 1875.
MR. F. P. OLCOTT, OF NEW-YORK, AND Mr. HENRY JONES BLAKE, of Boston, retire from our firm this day, and they cease to have any interest or responsibility in the future business of BLAKE BROS. & CO., of New-York and Boston, and BLAKE BROS. & CO., of London. BLAKE BROTHERS & CO.

HAVING WITHDRAWN FROM THE FIRM of BLAKE BROS. & CO., I have associated myself with Mr. FRANK DUPONT DAVIS, under the firm name of F. P. OLCOTT & CO., and we will continue in the banking and commission business. F. P. OLCOTT,
Aug. 2, 1875. No. 45 Wall st.

FINANCIAL.

VERMILYE & CO.
BANKERS,
16 and 18 Nassau st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.
NEW-YORK CITY AND BROOKLYN BONDS.
BUY AND SELL ON COMMISSION
RAILWAY STOCKS, BONDS, AND GOLD.
INTEREST ON DEPOSITS.
WASH'N R. VERMILYE, DONALD MACKAY
JAS. A. TROWBRIDGE LATHAM A. FISH

A Safe and Profitable New-England Security.

Vermont Division of
PORTLAND AND OGDENSBURG RAILROAD

The sale of the First Mortgage Bonds ($20,000 to the mile) gives ample funds for the completion of the road, and insures, under its able and faithful management, a very profitable and absolutely safe investment, and opens an entirely new western route to Boston and Portland.

A limited amount of their
First Mortgage Sinking Fund
GOLD BONDS
For sale for the present at a price yielding
8 1-2 Per Cent. Interest.
HASLER & CO.,
No. 7 Wall st., New-York.

FISK & HATCH,
Bankers,
No. 5 Nassau st., New-York.

U.S. Government Bonds of all issues and denominations bought and sold direct at current market rates, in large or small amounts, to suit all classes of investors and institutions, and for immediate delivery; and all business connected with investments in Government Bonds, transfers of Registered Certificates, exchange of Coupon Bonds for Registered, collection of interest, &c., attended to on favorable terms.

All other marketable Stocks and Bonds bought and sold on Commission; Gold Coupons and American and foreign Coin bought and sold; approved deposit accounts received.

FISK & HATCH.

CHASE & ATKINS,
BANKERS AND BROKERS
NO. 18 BROAD STREET, NEW-YORK.

INTEREST ALLOWED ON DEPOSIT ACCOUNTS SUBJECT TO DRAFT AT SIGHT.

GOLD; GOVERNMENT, STATE, MUNICIPAL, AND RAILROAD SECURITIES BOUGHT AND SOLD ON COMMISSION.

NEW YORK CITY 7'S,
DUE IN 1886.
JERSEY CITY 7'S,
DUE IN 1905.
CINCINNATI 7-30'S,
DUE IN 1903.
CLEVELAND CITY 7'S,
DUE IN 1894.
ST. LOUIS CITY 6'S,
DUE IN 1886.
MISSOURI STATE 6'S,
DUE IN 1894.
FOR SALE BY
DANIEL A. MORAN,
40 WALL ST.

Northern Pacific Railroad Company.

Notice is hereby given that the time within which to prove claims before me, under Sections FIRST and FIFTH of the decree in the suit of Cooke and others, complainants, against the Northern Pacific Railroad Company, defendant, is extended to the 14th day of August, 1875, at 3 o'clock in the afternoon, and the time within which to prove all the other claims is extended to the 27th July inst.
KENNETH G. WHITE,
Master Commissioner.
NEW-YORK, July 14, 1875.

J. & W. SELIGMAN & CO.,
BANKERS,
No. 21 Broad st., New-York,
Issue Letters of Credit for Travelers,
PAYABLE IN ANY PART OF EUROPE, ASIA, AFRICA, AUSTRALIA, AND AMERICA.
DRAW BILLS OF EXCHANGE AND MAKE TELEGRAPHIC TRANSFERS OF MONEY ON EUROPE AND CALIFORNIA.

TO THE HOLDERS OF NEW-HAVEN, MIDDLETOWN AND WILLIMANTIC FIRST MORTGAGE BONDS and to STOCKHOLDERS in the BOSTON AND NEW-YORK AIR LINE RAILROAD COMPANY.—The BOSTON AND NEW-YORK AIR LINE RAILROAD COMPANY has voted to issue $500,000 Seven per Cent. Twenty-year Bonds, dated Aug. 1, 1875, secured by a first mortgage on their entire property, and to give the stockholders of record on Aug. 14, 1875, a priority in subscribing for them, pro rata.

Subscriptions must be made to the undersigned by Aug. 15, 1875, who will send circulars on application stating terms.
D. B. HATCH, Treasurer,
No. 12 Wall st., New-York City.

UNION PACIFIC RAILROAD COMPANY.
Sinking Fund Bonds drawn to be redeemed Sept. 1, 1875, will be paid on presentation at the Treasurer's office, No. 46 Sears Building, Boston, or at the President's office, No. 23 Nassau st., New-York, at the par value of the bond and Sept. 1 coupon, ($1,040,) without rebate of interest. E. H. ROLLINS, Treasurer.
BOSTON, Aug. 4, 1875.

THE FUNDED BONDS OF THE WEST Wisconsin Railway Company are now ready and being delivered by the New-York Guaranty and Indemnity Company, No. 52 Broadway. Bondholders will please send in their coupons and receive bonds for the same. For further particulars in relation to the plan of funding, please communicate with the office of the railway company, No. 84 Broadway.
F. E. TROWBRIDGE, Secretary.

ROBERT WINTHROP & CO.
BANKERS AND BROKERS,
NO 18 WALL ST.,
Execute orders for STOCKS, BONDS, and GOLD, allow interest on DEPOSITS, and transact a general Banking and Brokerage business.

TEXAS AND PACIFIC RAILWAY COMPANY,
No. 275 SOUTH 4TH ST.,
PHILADELPHIA, July 24, 1875.
THE ANNUAL MEETING OF THE STOCKholders of the Texas and Pacific Railway Company will be held at the office of the company, in the City of Philadelphia, on TUESDAY, Aug. 10, 1875, at 2 o'clock P. M. C. E. SATTERLEE, Secretary.

THE BANK OF NEW-YORK
NATIONAL BANKING ASSOCIATION,
NEW-YORK, July 31, 1875.
THIS BANK WILL PAY, ON PRESENTATION, letters of credit issued by the Union Bank of London on Duncan, Sherman & Co., on the identification of parties holding the same.
R. B. FERRIS, Cashier.

CHAMBERLAIN'S OFFICE,
CITY OF ALBANY, July 28, 1875.
OWING TO THE SUSPENSION OF DUNCAN, SHERMAN & CO., all bonds, coupons, and interest on registered stocks of this City will be paid hereafter by the Merchants' National Bank of the City of New-York. WM. N. S. SANDERS, Chamberlain.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

BIDS INVITED FOR ANY PART OF $70,000 Newcastle and Franklin Railroad, of Pennsylvania first mortgage seven per cent. bonds. Address Box No. 73 Post Office, New-York.

D. M. SEAMAN.
INSURANCE STOCKS BOUGHT AND SOLD.
No. 14 Pine st.

BATHS.

BATHS.—VERGNES' ELECTRO CHEMICAL BATHS, 12 East 16th st., between Union square and 5th av.

The New York Times.

WITH SUPPLEMENT.

NEW-YORK, FRIDAY, AUG. 6, 1875.

AMUSEMENTS THIS EVENING.

CENTRAL PARK GARDEN.—SUMMER-NIGHT CONCERT under the direction of Theo. Thomas.

GILMORE'S CONCERT GARDEN.—GRAND INSTRUMENTAL CONCERT by 100 performers.

FIFTH AVENUE THEATRE.—BULLS OF THE KITCHEN—HIS OWN ENEMY—By the Vokes Troupe.

ROBINSON HALL.—LISCHEN AND FRITZCHEN—CHILPERIC—(English Opera Bouffe.)

METROPOLITAN THEATRE.—VARIETY PERFORMANCE.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best family paper published; it contains the latest news and correspondence. It is free from all objectionable advertisements and reports, and may be safely admitted to every domestic circle. The disgraceful announcements of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of THE TIMES on any terms.

TERMS TO MAIL SUBSCRIBERS.

Postage will be prepaid by the Publishers on all Editions of THE TIMES *sent to Subscribers in the United States.*

The DAILY TIMES, per annum, including the Sunday Edition.....$12
The DAILY TIMES, per annum, exclusive of the Sunday Edition.....10
The Sunday Edition, per annum.....2
The SEMI-WEEKLY TIMES, per annum.....3
The WEEKLY TIMES, per annum.....2

CLUB RATES OF THE WEEKLY.

FIVE COPIES (per annum).....$7 50
TEN COPIES (per annum).....12 50
TWENTY COPIES (per annum).....22 00
THIRTY COPIES (per annum).....30 00

AND ONE EXTRA COPY TO EACH CLUB.

For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

CLUB RATES OF THE SEMI-WEEKLY TIMES.

Two copies, one year.....5
Ten copies, one year, (and one extra copy free).....25

New names may be added to clubs at any time during the year, at club rates.

THE SEMI-WEEKLY and WEEKLY mailed one year to clergymen at the lowest rates.

These prices are invariable. We have no traveling agents. Remit in drafts on New-York or Post Office Money Orders, if possible, and where neither of these can be procured send the money in a *registered* letter.

Terms, cash in advance.

Address THE NEW-YORK TIMES,
New-York City.

This morning THE DAILY TIMES *consists of* TEN PAGES. *Every news-dealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the publication office.*

THE UP-TOWN OFFICE OF THE TIMES.

The up-town office of THE TIMES *is located at No. 1,257 Broadway, between Thirty-first and Thirty-second streets. It is open daily, Sundays included, from 4 A. M. to 9 P. M. Subscriptions received, and copies of* THE TIMES *for sale. Dealers supplied at 4 A. M.*

ADVERTISEMENTS RECEIVED UNTIL 9 P. M.

Persons leaving the City for the Summer can have the Daily TIMES *mailed to their address, postage prepaid, for one dollar per month.*

There can be no doubt that at very great distress has been brought upon the heads of many Americans abroad by the failure of Messrs. DUNCAN, SHERMAN & Co. Our cable messages to-day refer to numerous instances of the kind, and we have most of us heard of others. It is a sorry end to a Summer holiday—looked forward to, perhaps, for years—to find one's self pulled up short suddenly in a foreign land without a penny. That is the situation in which many a family has been placed by this unhappy failure. So far from all the "losses failing upon corporations which can well afford to bear them," as was stated at first, the bank appears to have had numerous small depositors, whose losses will entail upon them the severest hardships. The *Post* states that Mr. DUNCAN is still in hopes of protecting the letters of credit issued by his firm. We sincerely trust that he will be successful.

One little incident in connection with the case of ALEXANDER COLLIE & Co. is worth notice. When the heads of the firm were first brought before the Magistrate, heavy bail was demanded. They were not allowed to go home while their friends hunted round for bail, but were remanded to Newgate. Their lawyer begged that they might at least be allowed to go to Newgate in a cab. The Magistrate replied that if poor men were brought before him they would have to go to prison in the common van; that there was no difference in the offense with which the prisoners were charged, whether committed by rich or poor—consequently, he declined to grant the privilege applied for. The two COLLIES had to be brought out in front of the Mansion House before a crowd of spectators, and to make the journey to Newgate in the prison van, or "Black Maria." We need not say that they would have been treated with much greater consideration here. Easy bail would have been demanded, and if they had found any difficulty in getting that, they would have been allowed to go to some fashionable hotel, or even to their own houses, under the nominal surveillance of a Sheriff's officer. Burglars, thieves, even murderers, find no difficulty in getting admitted to bail by our Magistrates. A man nearly killed a Police officer the other night, and was instantly admitted to bail in the sum of $1,000. How much better off Messrs. COLLIE & Co. would be to-day if their offense had been committed in New-York instead of London!

The *Tablet* continues to accuse the *Herald* of systematic efforts to bring the Roman Catholic Church into disrepute; and in reference to the *Herald's* reports of GERDEMANN'S attacks on that Church, it says that "even THE TIMES" gave only a short summary of the "disgraceful effusion, and then only to cast aside such a weapon of offense with deep disgust." The fact is that we have no great faith in renegades on whichever side they may be found. This ex-priest says that Archbishop WOOD, of Pennsylvania, used to get drunk at his [GERDEMANN'S] table. It was a base act on the part of GERDEMANN to tell the story, even if it were true; savages respect the sacred rights of hospitality. But we believe the story to be false; it is certainly to the last degree improbable. All the other statements of GERDEMANN about priests and Bishops read to us like—not to mince the matter—malicious lies. We are, as the *Tablet* says, a Protestant journal; but we are not inclined to believe, or to repeat as true, the wanton calumnies of an apostate priest who only deserted his Church when he was accused of embezzlement.

The New-York firemen have not yet received their wages for the month of June, and we are now at the end of the first week in August. In other words, these hard-worked men have been deprived of their earnings ever since May last. Need we be surprised to learn that "a great deal of distress exists among the families" of the firemen? What right has Mayor WICKHAM thus to keep in want and misery numbers of women and children, who depend upon the earnings of their husbands and fathers for subsistence? Is he entirely without common human feeling, as well as without sense? A more outrageous act than this of willfully keeping the firemen out of their pay, merely to satisfy a private grudge, we have never had to record on the part of a city official.

There are indications that the North Carolina Republicans will have a majority in the convention called to revise the Constitution of that State. This result would be a surprise to most people outside of the State, as it has generally been conceded that the Democrats would carry the election which took place yesterday. If the Republicans should control the convention, they are pledged to adjourn without action. The Democrats, if in a majority, propose to change the fundamental law in such a way as to abolish the township system and materially modify the Common School law. The returns of yesterday's election are yet imperfect, but the Republican gains are unexpectedly large.

Comparison of the detailed statistics of the Board of Health for the last two weeks tends to sustain the belief that we have passed the most fatal period of the heated term. In the third week of July, the corrected number of deaths of children under five years of age was 637, against 648 during the previous week. During the closing week of the month, the number of these infant deaths fell to 484—a decrease of 153. Apart from the excessive infant mortality of the middle of July, the general health of the community was good. The persistency of small-pox and diphtheria—carrying off respectively thirty to forty persons a week—is a clearly preventable evil, but apart from these there are no contagious diseases of a malignant type at present threatening the safety of the adult population. The fortunate spell of common sense which prevented the Board of Aldermen from re-enacting the "dog ordinance" has saved us the usual scare on the subject of hydrophobia, while instead of the sensational reports to which we have of late years been accustomed in regard to cases of sunstroke, there is the unnoticed item in the weekly record of one or two deaths from the 'direct effect of solar heat."

It is curious to mark the eagerness with which the Ultramontane Catholic Party is making the O'Connell celebration a kind of demonstration against the powers which are responsible for the misfortunes of the Pope, and the persecution of the Church. The letters sent by German Bishops, in reply to the invitation of the O'Connell Committee, are rather more fully charged with abuse of the Prussian Ecclesiastical laws than with intelligent appreciation of the life and labors of the Liberator. Among the guests whose arrivals in Dublin are already announced is Prince EDWARD RADZIWILL, of Posen, who comes straight from the cell of the imprisoned LEDOCHOWSKI, and who is the bearer of his Eminence's "most loving sentiments." Dr. ADAM BANK, the Pope's Chamberlain, is there also, to respond, probably, to the toast of the Pope's health, which is to take precedence of that of the Queen. Ultramontanes, lay and clerical, have either come or are coming in force, for the ostensible purpose of doing honor to the memory of a man who defended liberty of conscience by arguments which the Church of these days has banned, and who claimed civil freedom for his countrymen on grounds which have been ranked among the most pernicious doctrines of modern infidelity by a Pope incapable of error.

Why should it be lawful to break the law in Saratoga? This is practically the question which several of our correspondents recently have been trying to force upon the attention of Mr. ROYAL PHELPS, President of the New-York Society for the Protection of Game. The laws of the State prohibit the sale of partridges during the whole of this month. A restaurant-keeper who exhibits a single bird on his counter, or serves one up to his customers, is liable to a fine of $100. Yet partridges are openly placed upon all the hotel tables at Saratoga every day. Why does not Mr. PHELPS' society endeavor to prevent this breach of the law? That is the question to which our correspondents have vainly endeavored to get an answer, and we now repeat it, in the hope that an apparent neglect on the part of the officers of the society may be satisfactorily explained.

The obstinate and remarkable rains which have passed over the West, and of which we have received a heavy installment during the last twenty-four hours, have done great damage. There is no longer room for doubt that the effect upon the corn and wheat crops will be considerable, and not such as is likely to be offset by gains in localities uninjured by the storms. In Central and Southern Indiana—a low country, easily flooded, and with a great extent of exposed low land—the corn and wheat have suffered from twenty-five per cent. to sixty per cent.; in Ohio the estimate of damage was about the same. Other crops, mostly of local importance, are also injured. The dispatches from Memphis show that the general opinion there is that a disastrous overflow of the Mississippi can hardly be avoided.

VERY LOOSE BANKING.

The London and Westminster Bank is one of the largest and most successful of the joint stock banking institutions in the world. Its paid up capital amounts to ten millions of dollars, and the volume of its annual business reaches the aggregate of $1,500,000,000. During the last two years the annual profits of the corporation have averaged $1,100,000, and the "surplus fund," kept in reserve against probable losses, is seldom allowed to fall below four millions of dollars. The rapid growth and almost uniform prosperity of such an institution necessarily lead to the conclusion that its affairs have been wisely and prudently managed—that its executive officers have succeeded in keeping to the safe middle course between overstrained caution on the one hand, and speculative rashness on the other. But if the methods by which the bank came into possession of a large amount of the paper of Messrs. ALEXANDER & WILLIAM COLLIE present a fair sample of the general conduct of its affairs, then its success must have been due to the rarest kind of good luck, and its exemption from serious losses must have been the result of the forbearance of its customers.

The story with which the London and Westminster Bank comes into court to sustain a charge of fraud against the COLLIES is a very extraordinary one. At the time of the suspension of that firm, it found itself in possession of some two millions and a half of their acceptances. These seem to have reached the bank through the agency of certain bill-brokers, and the pledge of repayment was thus secured by three names—first the COLLIES themselves, then the acceptors, and, third, the bill-brokers through whom the paper was discounted. An examination of the books of the COLLIES reveals the fact that a very small amount of this paper, probably not over five per cent., was based upon the actual exchange of goods. In addition to the two millions and a half of bills held by the London and Westminster Bank, there were five or six millions of the same class of paper in other hands, and of the whole eight millions' worth of bills, only half a million at the very utmost represented actual business transactions. But it is alleged by the bank that the COLLIES, with deliberate intent to defraud, caused certain fictitious bale marks and ledger numbers to be written on the face of these bills. A number of the bills which bore these marks did not, indeed, contain the phrase "for goods," but, in one form or other, it is asserted that the firm concealed the true character of their accommodation bills, and fraudulently attempted to make it appear that they were *bona-fide* bills of commercial transactions.

So far as the legal form of this case is concerned, it will strike most people as singular that the firms accepting these bills, and the bill-brokers who offered them for discount, have not been arraigned as co-conspirators with the COLLIES in the successful attempt to defraud the bank. The drawee must have known the character of the instrument to which he put his name, and, in lending himself to the circulation of what the bank holds to be fraudulent paper, the bill-broker has, at least, to accept the burden of proving that he used all proper diligence to discover the character of the wares in which he was dealing. By extending the same rule a little further, the bank itself becomes a party to the system of fraud maintained by the COLLIES. If it was wrong in these commercial adventurers to place certain marks on the face of accommodation bills with the view of concealing their true character, it was nothing short of culpable negligence on the part of the bank management to allow itself to be taken in by so thin a device. Here was a firm doing hardly any business at all, new to London, having no commercial standing whatever; and yet able to keep up in one bank a discount account of two million and a half of dollars. More splendid facilities for swindling were never offered, and the bank which afforded the COLLIES such a chance of ruining trade by dishonest competition has committed as grave a crime against commercial morality as the COLLIES themselves.

It will be remembered that on the failure of the Aberdare Iron Company, it was discovered that the Directors had been engaged in a similar system of floating accommodation bills of large amounts through the agency of a branch of their own firm, and of bill-brokers who dealt in little else but their paper. Throughout the huge and complex mechanism of English commercial credit, it is to be feared that the immediate future will reveal a good many such weak spots as the Aberdare and Collie transactions. The moral may be drawn as truly in London as in New-York, that it is the commercial adventurer who plays for heavy stakes who disarms precaution, and blunts the vigilance of those intrusted with the care of other people's money. The honest and conservative tradesman will find his facilities for obtaining banking credit very sharply restricted, while the kite-flying speculator can command pretty much all the privileges he desires. There are not a few indications that this style of banking business prevails even more extensively in the British metropolis than it does among ourselves. It would at least be difficult in all the annals of American banking to point to a more shameful case of loose management than that which, on their own showing, is chargeable to the Directors of the world-famous bank in Lothbury.

A ROYAL SCAPEGOAT.

The generosity of the City of New-York toward his Majesty KALAKAUA, King of the Sandwich Islands, seems to lose a little of its splendor when we descend to an examination of the bills to which it has given rise. Yesterday a resolution was presented in the Board of Aldermen providing for the payment of one of these. The bill was ostensibly from the Windsor Hotel, though it embraced several items which we do not usually apply at a hotel to purchase—stationery, for instance, and medicine.

The account was first sent in on the 25th of last March, but no suitable opportunity to press it seems to have hitherto arisen. The amount of the bill is $6,186 91, and for some occult reason, the Aldermen, instead of ordering it paid, referred it to a committee to get the items. We should say that these might be interesting. In the actual bill they are presented in a very general form. We are allowed to know that his Majesty managed, during the eight days which he stayed with us, to occupy about seven hundred dollars' worth of room—a sum which would provide many a decent family with comfortable accommodations for a year or two. It seems that he spread himself around through a double room and a bath, a private parlor, a reception parlor, a dining parlor, an octagon parlor, (though what peculiar exigency of his visit required him to be placed in an eight-cornered apartment we cannot imagine;) and for four days, presumably the latest four, he was reinforced with a second private parlor. With these accommodations the social and personal needs developed by the royal customs of Hawaii were, let us hope, reasonably satisfied.

The retinue, and the escort and the servants of the retinue and escort of his Majesty brought the total for rooms up to the tidy sum of $1,841, and on this not one only but three respectable families might cover their heads from storm and sun for a twelvemonth. But then the average New-York family is not a potentate used to the splendors of Honolulu, nor an Army or Navy officer made tender by luxurious life on ship-board or on the plains. Allowance must be made for antecedents. The line must be drawn somewhere between those who stand within the radiance of a throne—even a South Sea throne, three-fourths barbaric—and the common herd who pay the bills. The Aldermanic Committee, or whoever had the arrangement of the quarters, appear to have thought that the line ought to be drawn just below the valets of the King and his courtiers and his naval escort. These illustrious servants were lodged in rooms that cost the City from $56 to $80 a week each. One of them was attached to the person of the Lieutenant Commander detailed to take charge of the royal crowd. Why they required lodgings two or three times as costly as those alloted to one of the Colonels in the regular Army, belonging to the party, who is responsible for only $25, we are unable to divine. This comparatively inexpensive officer may have had only an indirect and semi-official connection with the fountain of honor and of hotel charges. He may have shone on the Aldermanic vision with merely a reflected light of royalty. However it may have come about, he enjoys, in the company into which he had fallen, the singular distinction of having set opposite his name a moderate charge.

King KALAKAUA and his immediate companions, could not have been very well fed in Washington. The New-York committee were obliged, in order to bring them into a presentable condition, to furnish them with one hundred dollars' worth of food per day. Doubtless the proper deglutition and digestion of this mass of nutriment was duly aided by judicious use of tonic and stimulant drinks; but that was a separate matter. Nor must it be supposed that any part of this sum was paid for any outsiders; that also was a distinct charge. One hundred dollars a day was the amount required to pay for the meat and bread, the pudding and cakes, which our immediate guests were found to require. Altogether, they ate $800 worth. Their "guests" found room for $264 more, and the officers of the Army and Navy, with a committee from the Board of Trade, consumed $560 more. Sixteen hundred and twenty-four dollars will pay for a good deal of food, and when his Majesty and his Majesty's "Governor" and courier and their respective valets, and the sailors and soldiers of rank who piloted them presented themselves at the next city, we have no fear that they were not found sleek and plump and far less expensive to feed than when they alighted at the doors of the Windsor.

We believe, too, that they were cleaner. They ought to have been, for the City is asked to pay $133 for washing. In a company of which only one member could be supposed to wear white skirts, or highly decorated underclothing, this represents the washing of about 1,600 pieces. Did the great KALAKAUA refrain from putting his shirts and collars "in the wash" during his entire stay in Washington, or are we to accept the unpleasant conclusion that the size of the bill is on account rather of the amount of rubbing required than of the number of pieces treated? In any case, we may safely trust that the royal company went away in a sweet and inodorous condition, so far as suds and starch could contribute to that desirable end.

How far this cleanliness was even less than "skin deep" is a point on which grave doubt is thrown by some of the other items of the bill. If the King and his friends ate $100 worth each day, it appears that they, with the aid of their hosts, managed to drink $200 worth of wines and liquors, and to smoke $70 worth of cigars, each of the days that they tarried in our gates. The royal CLARENCE'S extravagance in the choice of a Malmsey coffin was niggardly economy compared to this. We would engage, by judicious investment, to intoxicate the entire population of KALAKAUA'S dominions for a less sum than his wine and whisky bill, and to keep them in better tobacco than his Majesty usually smokes, for a month, on what the City is asked to pay for cigars. The bill from which the above curiosities are selected is not yet paid. We should like to see it overhauled by an honest and intelligent committee. We imagine that its items might be classified something like this: Actual entertainment expenses, 50 per cent.; extravagance, 25 per cent.; and 25 per cent. of pure rascality.

POOR JACK.

When the cause which Mr. PLIMSOLL has so vehemently advocated has succeeded, people will be amazed that its success was so long delayed. Great Britain and the United States, the two great maritime powers of the world, are guilty of persistent neglect of that great class of men "who go down to the sea in ships;" and when these sailors secure the right of common humanity, the world will wonder why such a waste of life was so long permitted. We enact laws to guard against the erection of insecure buildings, dangerous bridges, or unwholesome houses. There is at least a form of inspection provided for public halls and theatres; an overloaded warehouse or an imperfectly ventilated tenement-house is put under a ban. But an unseaworthy ship, crowded with freight and manned with a full crew, may be sent out to almost certain destruction without hindrance. We have societies organized for the protection of every class of landsmen; no laborer is so humble that he may not have relief and counsel from some source; organizations for all sorts of servants are popular and well-sustained; and even the dumb animals that bear our burdens are protected by law against abuse and cruelty. Human life and comfort on the land are abundantly cared for, so far as statutes and the vigilance of governments can accomplish these purposes; on the sea there is no law except for the ship-owner and the ship-master. Who cares for poor Jack? Long ago he was consigned to the watchful guardianship of "the sweet little cherub that sits up aloft;" and this is all that has been left him by the thoughtless people whose comforts and necessities are daily served by the roving sailor.

In our own country, after years of suffering, the sailors were protected by a Shipping act, modeled on that of Great Britain. This applied solely to the questions of wages and treatment on shore. It was designed to prevent the shameful abuses which the sailor had always endured at the hands of shipping agents and sailor landlords. Press-gangs, crimping-houses, and the practice known in this country as "shanghaing" were abolished or made almost impossible. Though there yet remains much to be done in this direction, some good has been accomplished. Unseaworthiness of ships is one of the evils yet untouched. The records of marine nations show how enormous has been the neglect on the part of Governments. During the year 1869, as shown by official returns, 2,114 vessels were wrecked in the waters immediately around the United Kingdom. Of these, forty-seven were lost when the air was either at a dead calm, or only moving enough to give steerage way. The enormous number of 253 were wrecked when the breeze was either "light" or "moderate," and no less than 1,322 went down when there was no more than a fresh breeze or "half a gale" stirring. These figures carry conviction with them; they need no arguments. Mr. PLIMSOLL, whose minute researches qualify him to speak with authority, asserts that such a thing as breaking up an old ship is almost unknown in England. The vessel, drifting down through all classifications, and changing owners repeatedly, is sailed until she sinks. In PLIMSOLL'S list of aged sea-going ships there are two that are *ninety* years old. Paint and putty give a fair outside; the sailor never sees the "floating coffin" until it is ready for sea; ship-owners form mutual insurance companies in cases of last resort, when underwriters refuse to take extra-hazardous risks; and the Law, which protects every other species of labor, brute or human, is idle while the sailor is shipped against his will in these death-traps.

When one reads the brief and colorless narratives that tell of ships sent to sea with certain death before their crews, as collected by Mr. PLIMSOLL, one may understand the frenzy of grief that wrung his heart when the Merchant Shipping bill was laid aside in the British Parliament. Another Winter, with its wreck and storm, is coming; and, unless some preventive measures are at once adopted, more lives will be lost at sea and more woe will be spread over the land. It is, perhaps, no wonder that the passionate and devoted reformer, with his mental vision fixed on the awful terrors of shipwreck that might be prevented, should have partially forgotten himself when he saw the last opportunity passing away. It speaks well for the generous humanity of the people that PLIMSOLL has with him in his work, and in his success, the popular heart. Vested interest may neglect the sailor and his rights for the sake of gain, but the time will surely come when the sailor on the sea, no less than the landsman on solid ground, will receive the protection due to him as a man. Reckless wanderer as he often is, the sailor cannot plead his own cause. Society has neglected him as he has neglected himself. It is time that this scandalous indifference came to an end.

THEATRICAL ENGAGEMENTS.

Actors, who of all people are the most likely to enter into rather loose business engagements, should not lose sight of a judgment that has just been rendered by Sir R. MALINS in the Vice Chancellor's Court of England. It is a judgment which, if sustained on appeal, as it is expected to be, will have a wide influence, and should therefore make members of the theatrical profession more cautious—shall we not say more business-like?—in their arrangements.

The question turned upon the validity of a merely verbal engagement. It arose under a motion made on behalf of Mr. BEAUMONT, the lessee of Drury Lane, the Adelphi, and Princess' Theatres, to restrain Mr. BELMORE, who was then playing *Newman Noggs* at the Adelphi, from playing at any other theatre, and from leaving the country before the close of the season. It appeared that Mr. BELMORE had made an engagement in April of last year with Mr. BEAUMONT to perform during the season as first low comedian and character actor. The season began in September, and terminated in March last, and Mr. BELMORE fulfilled his engagement. But on the 5th of March the engagement was verbally renewed for another season, to begin on the 13th of March, and to continue for a period of not less than three months. It was stated in court that for a three months' engagement, a written agreement was not usual. The three months ended, of course, in June, and Mr. BELMORE entered into a contract to visit America after that. But Mr. BEAUMONT did not desire to close the season so soon, and claimed the right to Mr. BELMORE'S services as long as he chose to make the season last.

The facts were not disputed. Mr. BEAUMONT proved the existence of the verbal engagement by affidavits of two or three witnesses who were present in the green-room of the Adelphi when it was discussed. In an affidavit from one of Mr. BELMORE'S own witnesses the same thing was also proved, and the only question to be decided by the court was whether an engagement made as this was should be held to be binding, or whether it could be terminated upon fourteen days' notice? Sir R. MALINS held that the engagement was sufficiently binding, that the contract had clearly been made, though only verbally, and that it remained good until Mr. BEAUMONT chose to bring the season to an end; the only condition on that point being that it must not have been terminated within three months. The court could not compel the defendant to act in compliance with his agreement, but an injunction was granted restraining him from performing elsewhere than at the Adelphi Theatre during the season, and Mr. BELMORE was warned that if he should evade the injunction by quitting England he would be liable for contempt, and would not lightly escape if he should again set foot within the jurisdiction of the court.

The case shows the wisdom, which we presume no business man would question, of actors and managers in all instances insisting upon a specific written agreement. Mr BELMORE had evidently deceived himself in the idea that the season would not last longer than three months or thereabouts. If he had not, he either would not have entered into his American contract, or, contemplating that contract, he would have been careful to bind himself to Mr. BEAUMONT for the three months only. He admitted that counsel had advised him that he could not be compelled to stay in England and to perform *Newman Noggs* until the plaintiff chose to close the season, because the plaintiff might choose never to close the season. But his counsel must have forgotten that the word season had already been defined by the courts in a trial where the manager of the Globe Theatre was interested. In that case it was limited to nine months. This was not alluded to by the Vice Chancellor, but if Mr. BELMORE'S agreement had brought him anywhere near to that limitation, it would certainly have been accepted as a precedent for the guidance of the court in this instance.

The judgment will be satisfactory to the theatrical profession so far as it strengthens and sustains the custom stated to be prevalent among them, of being content with verbal agreements for comparatively short engagements. In reality, it makes such agreements more binding than they have always been considered to be. While, therefore, it tends to show the expediency of putting the terms in writing, it does not preclude a continuance of the established usage where both parties are willing to incur a little risk, but it does not illustrate the wisdom of the usage in question.

OBITUARY.

ANDREW JACKSON DRAKE, U. S. N.

Commander Andrew J. Drake, of the United States Navy, died at Newark, N. J., Wednesday night. He was a native of New-Jersey, and was appointed Midshipman Dec. 5, 1837. His first service was on the sloop Levant, of the West India squadron, from 1838 to 1840. He was at the Naval Academy in Philadelphia for two years succeeding 1841; was promoted to the post of Passed Midshipman June 29, 1843; served on the frigate Columbus, of the East India squadron, in 1844-8; at the Charlestown Navy-yard in 1850; was commissioned as Lieutenant Oct. 16, 1851; served on the sloop Albany, of the home squadron, in 1852-3; on the sloop Decatur, of the Pacific squadron, in 1854-7; on the receiving-ship in New-York in 1858; on the receiving-ship at Norfolk in 1859; on the frigate Congress, of the Brazil squadron, in 1860-62. He was commissioned Commander July 16, 1862, and commanded the sloop-of-war Sagamore, the steamer Sassacus, and the double-enders Cimimaroni and Iasco. He was on blockade duty off Florida, Savannah, and Wilmington, and helped capture the rebel ram Atlanta. He was also at the storming of Fort Fisher. After the war he commanded the Mackinaw on her expedition to the Bay of Fundy, to protect the fisheries. He was placed on the retired list April 12, 1867. He has lately served as President of the New-Jersey Board of Pilots.

LETTERS TO THE EDITOR.

SOUTHERN LANDS AND CROPS.

To the Editor of the New-York Times:

Your correspondent "Gar," in last Friday's TIMES, while making valuable suggestions as to food and forage plants for introduction in Louisiana and other of the most Southern of the late slave States, went altogether too far in his assertion that Indian corn (maize) "will not grow in a tropical climate," and that Louisiana must be included within the climates not favorable for its growth. The present writer has seen the best corn lands of Ohio, Illinois, and Missouri, and never saw fields of that grain superior to those which he has met on the lower Red River of Louisiana, and better than which were scarcely possible.

Further, the prairie lands of Central Mississippi, as well as the Mississippi bottoms within that State and on the opposite bank, have shown as large a production of corn to the acre as any part of Illinois. The same may be said of large sections of Alabama—a State that produced 19,000,000 bushels of corn in 1871. As far back as 1850, the production of corn in the State of Mississippi was reported at 22,500,000 bushels; and for 1872, that of Arkansas is officially stated at 18,000,000 bushels. It may be added that a very considerable part of North-western Louisiana is adapted to the growth of wheat of a superior quality.

As for the general sweeping statement of "Gar" that corn "will not grow in the tropics," it is made in the face of the whole history of the plant, and was carelessly adventured, after a common fashion, in support of a theory. All travelers who visit Mexico speak with admiration of the corn-fields, "equal to those of Illinois," which they have found growing in the Tierra Calientes—whether on the Pacific Coast, around Colima, or southward in Oaxaca, or on the Atlantic in Tobasco and Yucatan. Columbus found corn growing luxuriantly both in Cuba and Hayti, and the present writer has seen two crops of it grown the same year on the same ground in the former island. Land which will produce sugar-cane will not fail to grow as good corn as can be found anywhere in the United States. The yield of corn in Mexico is frequently 200 for one grain planted! It belongs to the same family, for that matter, with the sugar-cane; and relatively, Louisiana is better adapted to its growth than for sugar-cane, which plant does not fully mature in the latitude of that State, as "Gar" is probably aware. If corn-fields are not generally found in Louisiana and in the tropics at least equal if not superior to any north of the Ohio River, it is not because of defect in climate and soil, but for the reason that the same care is not given to the quality of seed nor to tillage, while the labor of the country can be much more profitably employed. As fine cotton and as much to the acre can be grown in many parts of Brazil as in Texas, yet in the absence of cheap freightage, cotton culture is not nearly so profitable there as that of either coffee or tapioca, with which the planters, therefore, occupy their fields in preference.

Among "Gar's" suggestions he should have included the general introduction of the banana in Southern and Central Louisiana, where I am very sure the plant would thrive, for it ascends with, or even higher than, the sugar-cane, to the uplands of Mexico, to an elevation of 5,150 feet. According to Humboldt, of all food plants, the banana will support the most life upon the same space of ground cultivated. T. J.

NEW-YORK, Thursday, Aug. 5, 1875.

A BOARDING-HOUSE KEEPER'S APPEAL.

To the Editor of the New-York Times:

I have read with great interest your article of to-day, headed, "The Cost of Living"—as the subject has occupied my attention for several months. Your having started the question, "The Cost of Living," leads me to hope that a few remarks from me may be kindly received and considered by you, and through you by the people of New-York. Being greatly reduced financially about two years ago, my friends advised my receiving into my family a few boarders. Only one month after I had expended a large sum in rendering my house suitable for boarders, occurred the panic of October. Parties who had engaged their rooms were unable or unwilling to pay as much as agreed, and I had therefore to forego all idea of profit, and what was worse, I incurred debt. I passed through that Winter with a loss of nearly $1,000. Afraid of a Summer season in New-York, I went to a fashionable resort. There, after giving my landlord half that I received, he seized all I had for rent due on the Winter months—months that I could neither get boarders nor occupy the house. Out of the $3,000 I took in he had $1,263. My last Winter's experience was much the same. I had a good house—it was full, too—but at what prices! Not being able to get what I should, I took what I could get, and, as a consequence, I again toiled for nothing—again incurred debt.

I would not weary you with these details of my misfortune did I not represent a large class of people who have passed through all the horror that I have, and who must do so again, unless the people of New-York, who board, will be more just than they have been for the past two years.

Your article of to-day shows that although rent is somewhat reduced, provisions are not—indeed, on many articles there is an increase. Why, then, should there be such a tremendous and disproportionate reduction in board? The question how long can this reduction last deserves the careful consideration of all, for an end must come. Houses are being supported now, not out of the united payments of boarders, but out of the capital of the boarding-house keeper. It is safe to assume that one-half of the houses occupied are kept by ladies whose only means of support it is. Our mothers and sisters, when deprived of the "power" that sustained them, turn to this occupation as being honorable and within their capacity.

The men in New-York are not ungenerous, and I believe it only needs a knowledge of the true facts to determine them to exercise their economy on a more just plan. Each member of a household should ask himself, am I contributing my fair share toward the expenses of the house I live in? And is the landlady receiving a fair compensation for the care she bestows upon my comfort? As prices are, few can answer that question without being struck with the injustice they are doing. You have only to read the boarders' requirements in the *Herald* to learn the ridiculous length to which board is expected to be reduced.

Dear Mr. Editor, do please ask the gentlemen to wake up, and tell them how hard it is for the poor widows to see their wives dressed in silks, camel's hair shawls and solitaires, while they are scarcely paying for the food they eat.

Live and let live should be the motto of all conscientious, honest people—men and women.

If you will be our champion you will have the prayers of hundreds of oppressed and well-nigh broken-hearted widows—women who carry their anxieties and horrid care with a silence and bravery that those they work for neither suspect nor care to consider. LET LIVE.

NEW-YORK, Tuesday, Aug. 3, 1875.

THE EDUCATIONAL CONVENTION.

CLOSING EXERCISES YESTERDAY.

MINNEAPOLIS, Minn., Aug. 5.—The Teachers' National Association assembled promptly at 9 o'clock this morning. After some unimportant business was disposed of, Prof. Leon Wonsdale, State Superintendent of Public Instruction of Tennessee, read a valuable paper on education in the South, which received close attention from the audience. The association then engaged in a long and very spirited discussion of the merits and demerits of country schools, and gave a partial consideration to Prof. Wondale's essay on education in the South, several teachers from that section contributing interesting information on the subject.

Before the Department of Higher Education, this afternoon, Prof. Sawyer, of Lawrence University, read a paper on comparative orthoepy, which was afterward the subject of a lengthy discussion. At the close of the session Profs. Sawyer, Shepard, and Honkle were appointed a Committee on Comparative Philology, to report, at the next annual meeting, on the present condition of phonetic science, co-operating as much as possible with a similar committee of the American Philological Association.

In the Normal School Department there was simply an informal discussion upon the subject of social economy and its culture in normal schools.

In the Elementary Department Miss Lathrop, of Cincinnati, read a paper prepared by Miss Willard Dean, of the North-western College of Illinois, upon the relation of teachers to the reforms of the day, an excellent production, which was highly complimented and criticised at length.

The evening session was occupied in the passing of complimentary resolutions to the citizens of Minneapolis, to the railroads, to the Minneapolis *Tribune* and other journals, and also lengthy resolutions of respect for the memory of deceased members, Dr. J. N. McJilton, Superintendent Gibbs, and Superintendent Murray. Resolutions relative to the general work of the convention, and also in relation to a plan for presenting the educational history of our country at the Centennial, were also presented. Five-minute speeches were made by the representatives of several States, in which they set forth the progress of the educational work. Superintendent Tousley delivered a very felicitous closing address in behalf of the citizens, after which the Doxology was sung and the Convention adjourned *sine die*. The convention is pronounced by all to have been an unusually advantageous one. The place of the next yearly meeting has not been announced, although Baltimore put in a bid by telegraph.

DANIEL O'CONNELL.

DINNER IN BOSTON — PREPARATIONS FOR THE CENTENNIAL TO-DAY.

BOSTON, Mass., Aug. 5.—The O'Connell dinner at the Revere House to-night was participated in by a large number of prominent public men. Speeches were made by Gens. Banks, Butler, Gurney, and others. Letters from William Lloyd Garrison, James Russell Lowell and the Governor were read. To-morrow Pontifical high mass will be celebrated in St. James' Church by Archbishop Williams, and the discourse will be delivered by Rev. Robert Fulton, President of the Boston College. At Music Hall in the evening Wendell Phillips will deliver his oration on O'Connell. Mr. J. Boyle O'Reilly, of the *Pilot*, will read a poem written for the occasion.

OBSERVANCES IN OTHER PLACES.

CHICAGO, Aug. 5.—The O'Connell centennial was celebrated here to-day by the Second Regiment, which held a picnic, and by numerous organizations and persons who are in sympathy with the work of the great reformer.

ELMIRA, N. Y., Aug. 5.—All of the Irish societies of this city are making preparations for the observance of the O'Connell centenary to-morrow. There will be public exercises, an oration, and a grand banquet.

FATAL BOILER EXPLOSION.

THREE MEN KILLED AND A CROP OF WHEAT BURNED UP.

NASHVILLE, Tenn., Aug. 5.—A terrible explosion occurred on the farm of Mr. Benjamin Harlan, in Maury County, this morning. Mr. Cullen Harlan and a number of hands were engaged in threshing with a steam thresher, when the boiler exploded, killing Mr. Cullen Harlan, Howard, the engineer, and a colored man instantly, and wounding seven others, two of whom will probably die. Mr. Harlan's head was torn from his body and was found in a field some distance away. The colored man was blown a distance of seventy-five yards. The boiler was blown into atoms, one piece being found three miles from the scene of the disaster. The thresher and a large crop of wheat were destroyed by fire. The explosion is supposed to have been caused by letting cold water into the boiler when it was too hot.

THE PORK-PACKERS AND THE CENTENNIAL.

CHICAGO, Ill., Aug. 5.—A meeting of the Pork-packers' Association of Chicago was held this afternoon for the purpose of taking measures to secure a representation at the Centennial Exhibition. The attendance of packers was very large. Mr. Cullerton, in announcing the purpose of the meeting, stated that the number of hogs packed this year in Chicago is 2,500,000, and that of cattle 80,000. Resolutions were adopted instructing the Secretary of the association to apply to the Centennial Commissioners for space at the Exhibition to display there the extent of this branch of Western industry. The association will spare no pains or expense to make a creditable showing at the Centennial.

EXCURSION OF A CONFEDERATE REGIMENT.

FORTRESS MONROE, Va., Aug. 5.—The survivors of the Third Georgia Regiment arrived here on the steamer Adelaide to-day, on a visit to the fort. They were met by Gen. Roberts and staff, and escorted inside, where they were received with a salute of thirteen guns, after which they repaired to the ramparts and witnessed the firing of some shot and shell from a 15-inch gun. After spending an hour very pleasantly, they were escorted to the wharf, the band playing "Dixie," where they embarked and proceeded out to the Capes.

A PAIR OF SMUGGLERS.

BOLD WORK OF ENGLISH SWINDLERS.

THE DIAMONDS OF MRS. PARAN STEVENS SUPPOSED TO BE IN THIS COUNTRY—CAPTURE OF THE SMUGGLERS IN NEW-JERSEY—AN OLD ENGLISH TRICK PLAYED WITH PROFIT.

Special Treasury Agent Chalker received information on Sunday last that two Englishmen were endeavoring to dispose of large quantities of diamonds supposed to have been smuggled into New-York, Hoboken, Jersey City, and Staten Island. He at once set to work to discover the men, and, after a tiresome search of a day and night in the rain, obtained sufficient evidence to enable him to get out warrants for the arrest of James Henry and John Hall, second-class cabin passengers on the steamer Klopstock, which arrived from Havre on July 7. A Mr. Brown, of California, had been a fellow-passenger with Henry and Hall across the ocean, and to him they disclosed the fact that they were about to smuggle £3,000 worth of jewelry into this port. Mr. Brown was a friend of Mr. Eugene La Croix, agent for the Pennsylvania Railroad at Hoboken, and called to see him. Henry and Hall also went to Hoboken, and took up their quarters at Schuman's Hotel. The four thus happened to meet, and La Croix was introduced to Henry and Hall by Brown. After Brown's departure the three men became intimate, and Henry and Hall disclosed to La Croix their smuggling venture. Then Henry and Hall became short of money, and La Croix purchased of them a single stone diamond ring, paying, he says, $40 in cash for it. He also agreed to take three studs from them, provided they could find him diamonds to match the ring. Subsequently Henry and Hall brought suit before Justice White, of Hoboken, to recover the value of the ring, alleging that La Croix refused either to pay for it or to return it.

Capt. Chalker, learning that the trial of the cause was in progress on Monday, went to United States Commissioner Romaine, in Hoboken, and obtained the necessary papers for the arrest of the complainants. As soon as the case was adjourned he tapped the two worthies on the shoulder and took them to an adjoining Police station, where they were searched. On Henry was found three large single stone diamond rings, of three to four carats each, and two loose diamonds. On Hall was a diamond cross, of thirteen large stones, a diamond ring, of five stones, a single stone diamond ring, and one large diamond stud. These were confiscated, and the two prisoners were lodged in Hudson County Jail. On the way thither Henry asked his captor whether he would follow him, should he attempt to escape. Capt. Chalker replied that he would not, but added that he would send something after him that would stop him before he should get very far. "Ah! that's how it is," said Henry, and he quietly submitted to be led to the jail. Henry described himself as a gentleman, from Sheffield, England, and said he visited this country four years ago. Hall said he was a Londoner, a grocer by occupation, and this was his first trip across the sea. Capt. Chalker next went to Justice White, before whom the suit against La Croix was being tried, and took from that gentleman a cluster diamond ring which Hall had given him—"left with him for sale," he says. "Justice" White is not long out of the Penitentiary, where he served a term for embezzling money collected in his official capacity. At the last election it was not generally known that there was a vacant Police Justiceship to be filled, and White having received two votes for that office, was declared elected.

In addition to the jewelry Capt. Chalker found on Henry's person a pawn ticket issued by Julius Metzler, of No. 49 East Houston street. On Tuesday morning he visited Superintendent Walling, and, having obtained the services of a detective officer, called at Metzler's pawn shop and seized there the following articles: Two turquoise bracelets, one lady's gold necklace with pearl cross locket, one Marie Antoinette cluster diamond ring, one small Marie Antoinette rose diamond ring, one ring set with four rubies, two sapphires, and two diamonds; one ring set with three emeralds and two diamonds, one ring set with five large diamonds, one emerald ring surrounded by pearls, one ring set with two sapphires and three diamonds, one ring set with three opals and two diamonds, and one single stone diamond ring. Meantime Capt. Chalker had discovered that Henry and Hall had been lodging in the Stapleton House, at Stapleton, Staten Island, and he had sent Inspectors Curry and Hogan thither with orders to search their baggage. In Hall's trunk were discovered: One single stone diamond ring, one scarf pin set with eight diamonds of about two carats each, one diamond stud of about two carats, one turquoise and diamond ring, and one gold chain.

When Superintendent Walling saw the scarf pin he examined it with great interest, and remarked that he guessed he would want those men as soon as the Government was through with them. As has been repeated in THE TIMES, Mrs. Paran Stevens, a well-known New-York lady, temporarily residing in Paris was robbed on June 22 of a large quantity of jewels contained in a morocco leather bag. An advertisement was published in the London newspapers, describing the missing articles, and offering £200 reward. The thief was said to be a French lady's maid named Pauline Delaporte, whose description was also given. Soon afterward Superintendent Walling and the Police generally throughout this country and Canada received circulars stating that it was believed that the robbers had fled to America, and adding that Delaporte was aided and accompanied by two men, the description of one of whom answers very nearly to one of the arrested smugglers. Among other things the circular mentioned a peculiar spotted "pepper and salt" suit of clothing worn by one of the male robbers. Such a suit, looking as if spotted with snow, has been found in the baggage of Henry and Hall. It was also mentioned that one of the two wore a peculiar scarf pin, the description given of which answers to that of the one found in Hall's trunk. The pin in question is a very odd one, and would excite remark anywhere. In the centre of the diamonds is a piece of crystal, on the rear of which is enameled a bay horse's head. On the back of the pin is the inscription, "A token of Incontrovertible Regard," with some initials, the nature of which could not be learned, except that they do not answer to those of either Henry or Hall. All the jewelry captured has been worn, and most of the setting is old fashioned, which is another circumstance pointing to its having been stolen, though the comparatively small quantity—about $1,500 worth out of $15,000 worth smuggled—seized by the Customs officers affords no clue as yet to the probable owners. It is believed that the rest of the jewelry is concealed somewhere, and efforts are being made to discover its whereabouts. Among it is supposed to be Mrs. Paran Stevens' gems, for reasons given above and for many others. For instance, the Police circular says that the thieves are believed to have left Paris on July 23, which is exactly the date on which the Klopstock sailed from Havre. No woman has been seen with Henry and Hall in this country, but in one of their trunks has been found a letter from a woman dated Woodbury, Conn., asking for money. This woman is supposed to be Pauline Delaporte, and the missing jewelry is thought to be in her possession. Yesterday Superintendent Walling sent several of his officers over to the Hudson County Jail to look at the prisoners, so as to know them again. The Police here are not acquainted with either man, but express the opinion that they are both English thieves. They have been in communication, latterly, with several suspicious looking persons who have suddenly appeared in Hoboken, and who seem to be working earnestly to secure Henry and Hall's release.

Nor does the sum of the villainy of these two worthies end here. About the time of their arrival in this country an advertisement appeared in a morning newspaper to the effect that a "private gentleman was prepared to loan sums from $500 up to $100,000 on mortgages and personal property of all kinds, without commission, at the exceedingly low rate of three and a half to five per cent. per annum. The advertisement ran for some time. First the address was Shuman's Hotel, Hoboken; afterward No. 11 West Tenth street; then No. 79 Pearl street, and then the number of a Post Office box was given, but in all cases the name was "John Hayward, Civil Engineer." Soon complaints began to pour in upon Postmaster James, from all quarters, that Hayward was using the mails for swindling purposes, and the Post Office Special Agents were detailed to find and arrest the swindler, letters addressed to him being meantime detained. The wily villain, whoever he was, seemed to have means of learning the movements of his pursuers, for wherever the officers succeeded in tracking him they always arrived in time to learn that he had just removed to some place else. Up to the present time they have been completely baffled.

The manner in which the swindle was carried on, as described in the letters of the victims, was as follows: A person wanting a loan made a formal application in writing to Hayward. In a few days he or she received a neatly-printed blank containing questions in regard to age, health, family, description of security, amount of previous mortgages, (if real estate,) and numerous others, with instructions to fill up and return. This having been done, a few days later came another letter stating that everything was satisfactory, and the loan would be made on condition that first a small amount of money—from $15 to $30—was sent to Mr. Hayward, with which to dispose of some preliminary or other. If the security was a piece of land, for instance, Hayward demanded $15 or $20 to pay for having it surveyed, or a certain sum was asked wherewith to take out a policy of insurance on the proposed mortgage. All sorts of ingenious pretexts were put forward to induce the would-be borrowers to forward a small amount of cash, on receipt of which the loan asked for was to be sent. Blank promissory notes at three and six months were sometimes transmitted for signature, and these when received were no doubt quickly disposed of at a discount. This is a well-worn and transparent English trick, yet the Post Office authorities say that the number and social standing of those who bit at it is astonishing. Of course, the moment Hayward got possession of their money he troubled himself no more about it.

In Henry's and Hall's trunks were found thousands of letters addressed to "John Hayward, Civil Engineer," from New-York City, Brooklyn, New-Jersey, Staten Island, and other surrounding neighborhoods, all asking for loans of various amounts. There were also piles of blanks similar to those used by Hayward, and stacks of paper of the same kind as that on which Hayward answered his victims. Hayward's handwriting answers alternately to that of Henry and Hall. Several memorandum books were also found, in which the swindlers kept a record of their daily transactions, with the names of intended victims. These show that they did not hesitate on occasion to grant personal interviews. The books show that they must have done a thriving business. Persons who have been swindled by these rascals will further the ends of justice by communicating with Superintendent Walling or the Postmaster.

Yesterday, the case of Henry and Hall was on again before Commissioner Romaine, and testimony was taken to prove that the jewels found in their possession did not appear in the Klopstock's manifest, and that in their declaration they disclaimed having any dutiable goods. The Commissioner fixed their bail at $1,000 each. One of their friends advised them not to give bail, as a warrant was out for their arrest on a charge of stealing, and they were locked up pending further investigation.

CHINA AND JAPAN.

ASSAULTS UPON FOREIGNERS IN PEKING—THE JAPANESE PROVINCIAL ASSEMBLY—TROUBLES WITH COREA.

SAN FRANCISCO, Aug. 5.—The mail steam-ship City of Peking, from China via Japan, brings Hong Kong dates to July 10, and Shanghai to the 9th. There had been renewed assaults upon foreigners in Peking. The last attack was made on an attaché of the German Legation, who, while on a scientific expedition with some companions, forty miles from the capital, was severely beaten, and robbed of valuable astronomical instruments. The dates from Yokohama, Japan, are to the 18th of July. The Assembly of Provincial Officers closed its session July 17. The subjects debated were the organization of a national Police force, the improvement of roads and bridges, and the establishment of a popular House of Representatives. The first two were satisfactorily adjusted, and the third left open for further consideration.

The silk-worm egg producers, who lost heavily by excessive supplies last year, have resolved to limit the number this year to 1,500,000.

The negotiations with Corea have suddenly assumed a less friendly character than before, and many Japanese officials have been recalled from that country. A rumor of an impending war is prevalent, but thus far there has been no such decision by the Japanese Government.

LOSSES BY FIRE.

A barn belonging to Peter Johnson, at Norwich, Vt., was struck by lightning last night and consumed together with its contents. Soon after a fire broke out in the town, destroying Old's store, Burnham's photograph gallery, Brown's gun store, Hatch's shoe store, and the Post Office. A portion of Old's goods were saved. The others lost almost everything. There was nothing saved from the Post Office. The loss is $10,000. The fire is supposed to be incendiary.

A fire occurred yesterday morning in the basement of No. 27 New Bowery, occupied by Michael O'Toole, a counter-maker, but was extinguished before much damage was done. As this is the second fire which has taken place in the premises during the present week it is to be subjected to a rigid investigation.

A fire broke out in the Revere House barn, at Oconto, Wis., Wednesday night, which destroyed that building with its contents, including three valuable horses. The fire spread to the Revere House and adjacent buildings, all of which were destroyed. The total loss is about $15,000; insurance light.

The flouring mill at New-Market, Ontario, owned by J. W. Marsden, was destroyed by fire yesterday afternoon. The loss is about $20,000; insured for $8,000 in the Western Flour and Grain Insurance Company, and for $5,000 in the Hand in Hand Insurance Company.

A fire at Lacrosse, Wis., Wednesday night, destroyed C. L. Coleman's saw-mill and a considerable quantity of lumber. The loss is variously estimated at from $30,000 to $50,000, with no insurance. The fire originated in the engine-rooms.

GORDON, THE BLACK HILLS MINER.

OMAHA, Neb., Aug. 5.—John Gordon, the noted leader of the first miners' expedition into the Black Hills, arrived from Camp Sheridan last night, in charge of a Sergeant and a guard, in obedience to a summons of Judge Lake on Gen. Crook. Gordon is allowed to go around town on his personal parole, but is nominally yet under arrest. A hearing of the habeas corpus will take place next week.

ACCIDENTAL POISONING.

Isaac W. Ketcham, a druggist, doing business on Main street, Belleville, N. J., died at a late hour Wednesday night from the effects of a dose of aconite taken in mistake for whisky. He had not eaten anything all day, and felt somewhat weak and faint in the evening. He concluded to take some liquor to strengthen him, and for that purpose took down a large bottle which he supposed contained Bourbon whisky. Putting it to his lips he swallowed a draught and immediately discovered that it was aconite instead of whisky. He immediately summoned Dr. Clark, who first prescribed brandy which made him vomit, and afterward tincture of digitalis was given, which seemed to afford him some relief. It was only temporary, however, as in a short time Mr. Ketcham commenced to complain of severe pains in his head, and other alarming symptoms began to show themselves. Dr. Clark then applied a galvanic battery but without effect, as in one hour and a half after he had taken the poison Mr. Ketcham died in great agony. Deceased was unmarried, but was engaged to a young lady in Newark, who is plunged in the deepest affliction in consequence of the sad affair.

SCANDALOUS ELOPEMENT AT BABYLON, LONG ISLAND.

The respectable residents of Babylon, Long Island, are considerably excited over the elopement of Miss Broucher, the adopted daughter of one of the wealthiest residents of Babylon, with a negro servant named Chauncey Brewster. It appears from the story told by the friends of both parties concerned that on Sunday night last the girl received permission from her guardian to go to church, and she left the house accompanied by a female friend. After going a short distance the two parted, as they were going to different churches. At one of the street corners of the village she met Brewster, and accompanied him to the house of a colored man named Jackson, in Amityville, where she stopped for a day and a night in company with Brewster. Her friends became alarmed at her absence, and notified the Police of the village of it. On Tuesday evening she was discovered by Constable Weeks and taken to Babylon. Judge Cooper made out a warrant for Brewster's detention, and his examination was commenced on Wednesday.

MUSIC AT THE PARKS.

The Commissioners of Public Parks announce that, if the weather is favorable, there will be a concert on the mall at Central Park to-morrow, under the direction of Messrs. Dodworth and Grafulla. Among the selections are the following: Symphony, "Il Lamento del Bardo," Mercadante; waltz, "Life let us Cherish," Strauss; Polacca, "Mignon," Thomas; air, "Ain Sie," Beethoven; selection, (No. 2,) "Girofle-Girofla," Lecocq; quartet, "Bianca e Falliero," Rossini; waltz, "Dreams of the Ocean," Gungl; finale, popular airs.

The Twenty-third Regiment Band, under the direction of Mr. L. Conterno, will give the twelfth concert for the season at Prospect Park, Brooklyn, to-morrow, commencing at 4 P. M. The following are among some of the most popular selections which will be played: Donizetti's "Gemme di Vergy," Strauss' waltz "Fusionen," Godfrey's "Globe Polka," Gungl's waltz "Atmospheric," Strauss' "Fik-Fak" galop.

A HINT TO BROTHER SHEARMAN.

From the Nation, Aug. 5.

Tilton has served notice of a new trial in September, and his lawyer says he has fresh evidence. We hope he is, however, not going to impanel another jury. Why not produce the evidence before some respectable Referee, publish it in all the papers, and then kiss all around, and live happily ever after? The jury are sure not to agree, and the evidence is of course intended mainly for the public. We notice that Brother Shearman is over in England enlightening the pious people in London about this "infernal conspiracy." There can be little doubt, however, that the last two years of James Fisk's career contained matter of far deeper importance to society, both in England and America, than the Beecher-Tilton business, and just as little that on that subject Brother Shearman is one of the highest living authorities. We would suggest, therefore, a lecture on it at the City Temple before he comes home. The American public can put up with a great deal in the shape of audacity, and especially pious audacity, but surely there are limits to its patience.

OUT-DOOR SPORTS.

TROTTING AT BUFFALO PARK.

THE FIRST DAY OF THE AUGUST MEETING.

BUFFALO, N. Y., Aug. 5.—The August trotting meeting opened to-day. The track, considering the late heavy rains, was in very fine condition, and the attendance exceeded all expectation, fully 12,000 people being present. The weather was delightful.

FIRST RACE.—2:38 class, with eighteen entries, of which twelve started, Duke, Utica, The Forger, Gov. Sprague, Gen. Hood, and Transfer withdrawn.

First Heat.—Gum Ball drew the pole and kept the lead to near the three-quarter pole, when he was passed by Breeze, who won the heat by a neck. Belle Porter, who broke at the start and acted badly all the way round, was distanced.

Second Heat.—The horses got the word at the first trial, Sand Hill, breaking at the word, passing the rest at the quarter pole, two lengths ahead of Breeze, second. The heat was won by Sand Hill. Breeze broke and behaved badly.

Third Heat.—The horses got the word at the third trial, with Sand Hill leading to the three-quarter pole, closely crowded by Breeze, who won the heat, Sand Hill a neck behind, the rest bunched fully ten lengths behind.

Fourth Heat.—Breeze led from the turn, and retained his lead all the way round, winning the heat and race, Sand Hill second close on his wheel, Hattie R. third, the rest strung out.

The following is the summary for the 2:38 class: Purse, $2,500; $1,250 to the first horse, $625 to the second, $375 to the third, and $250 to the fourth.

Breeze	1	2	1	1
Sand Hill	3	1	2	2
Gum Ball	2	6	5	4
Hattie R.	11	3	4	3
Colmar	4	11	3	6
Sam	5	4	7	5
Tearaway	9	8	6	7
Varce	7	7	9	8
Benton	8	5	8	10
Fanny D.	6	10	11	9
Kitty Fiske	10	9	10	dis.
Belle Porter	dis.			

Time—2:31½, 2:34½, 2:28, 2:28½.

SECOND RACE—2:24 class. There were thirteen entries and eight started, Derby, Belle Brasfield, Carrie, Catskill Girl, and Brother Jonathan having been drawn.

First Heat.—Gen. Garfield drew the pole, but was passed by Monarch, Jr., before reaching the quarter-pole. The latter kept the lead to the half-mile pole, where he was passed by May Queen, who won the heat, Garfield second, Monarch, Jr., going back to fourth place, and Frank Wood being distanced.

Second Heat.—May Queen led, crowded by Monarch, Jr., to the quarter-pole, when the latter fell back to last place, barely saving his distance, and May Queen, trotting squarely, won the heat easily.

Third Heat.—The horses got the word at the third trial, Lady Starr leading the pole horse by three lengths, and Monarch, Jr., five lengths behind. At the quarter-pole Garfield passed Lady Starr, retaining his lead to the half mile pole, when May Queen passed the party, winning the heat and race. Monarch, Jr., trotted finely from the half-mile pole, but fell back coming home, barely saving his distance. Molsey did some very fast trotting down the homestretch, passing all but the leader, and having her nose at May Queen's wheel at the wire.

The following is the summary for the 2:24 class: Purse, $5,000; $2,500 to the first, $1,250 to the second, $750 to the third, and $500 to the fourth:

May Queen	1	1	1
General Garfield	2	2	6
Molsey	7	6	2
Lady Starr	3	3	4
Sea Foam	5	4	5
Music	6	5	3
Monarch, Jr.	4	7	7
Frank Wood	dis.		

Time—2:22½, 2:21¼, 2:23½.

To-morrow's races will include the 2:29 class, and in place of the 2:18 class, which did not fill, a race for 2:40 horses has been substituted. Five horses have been entered.

THE POUGHKEEPSIE RACES.

THE 2:24 RACE FINISHED—THE 2:29 AND 2:18 CLASSES.

POUGHKEEPSIE, N. Y., Aug. 5.—The second day's racing at the Hudson River Driving Park to-day was much better attended than that of the day previous, and the races were all of a very interesting character. The unfinished 2:24 race was won by Clementine in 2:26. The following is the complete summary:

Purse of $4,500, for horses that had not beaten 2:24; mile heats, best three in five, in harness; $2,000 to the first horse, $1,250 to the second; $800 to the third, and $450 to the fourth.

Budd Doble's b. m. Clementine	6	1	1	1
James Dougrey's b. g. Joker	1	4	2	5
J. A. Batchellar's du. g. Frank J.	2	2	3	7
C. Dickerman's sp. g. Spotted Colt	4	6	7	2
Briggs & Ross' blk. m. Blanche	3	5	6	4
J. S. Parkis' b. s. Parkis Abdallah	5	3	5	9
J. Splan's s. g. George B. Daniels	7	7	4	3
D. Mace's br. g. Vanity Fair	8	8	8	6
J. C. Eckerson's b. g. Everett Ra	9	9	9	8
W. Park's br. g. Glen Garry	10	10	10	dis.

TIME.

First heat	.38	1:14	2:27¼
Second heat	.37½	1:13	2:27½
Third heat	.38	1:13	2:25
Fourth heat	.37	1:12½	2:26

Note.—The first three heats were trotted on the 4th inst.

The next race was for the 2:29 class, of which the following is a summary:

SAME DAY.—Purse, $4,000 for horses that have never beaten 2:29; mile heats, three in five, in harness; $2,000 to the first, $1,000 to second, $600 to third, and $400 to forth.

E. C. White's gr. g. Jack Draper	4	3	1	1	1
W. R. Hunt's w. g. White Cloud	1	2	6	2	2
J. B. Serel's w. m. Twilight	6	1	5	10	6
J. H. Goldsmith's b. m. Effie Dean	2	7	7	4	5
J. Dougrey's gr. g. Dean Smith	3	4	5	3	4
J. H. Phillips' b. m. Adelaide	5	6	4	11	3
A. J. Feete's ch. g. Bonner	8	9	3	9	11
M. H. Whipple's b. m. Lady White	8	11	10	5	7
Dan Mace's b. m. Maud	9	7	11	6	8
J. Murphy's ch. m. Grace Bertram	11	8	8	8	9
R. P. Stetson's r. m. Dinah	10	10	9	9	10

TIME.

	Quarter.	Half.	Mile.
First heat	.37½	1:13½	2:28¾
Second heat	.37½	1:13	2:27¾
Third heat	.38½	1:14½	2:31¾
Fourth heat	.38	1:16	2:31¾
Fifth heat	.38	1:15½	2:31¾

The 2:18 class was then called, the entries being Hopeful, Judge Fullerton, Lady Maud, John H., and Huntress, Sensation having been withdrawn. Fullerton won the first heat in 2:21, and when the horses were called for the second heat both he and Lady Maud delayed the race greatly, and there were cries to the Judges to send the other horses. Finally they appeared, when the driver of Fullerton again delayed the start. When they did get the word Fullerton went to a break at once and stood almost still, the other horses going at a rapid gait, so that by the time Fullerton got off again he was too far behind to save his distance, and when Hopeful went under the wire the flag was dropped and Fullerton was shut out, amid wild cheering, as was also John H. One of the main causes of Doble's delay was the fearful condition of the track from the effects of the rain-storm that prevailed during the third heat of the 2:29 race. He first wanted the race postponed, but failing to carry that point played to gain time. It was evident, however, to all that Fullerton could not trot in the mud. His backers feel heavy, the Judge, having been a big favorite in the pools. The following is the summary:

FOURTH RACE.—Purse, $4,500, for horses that had never beaten 2:18; $2,250 to first, $1,500 to second, and $750 to third horse.

B. Mace's gr. g. Hopeful	2	1	1	1
W. H. Doble's br. m. Lady Maud	3	2	3	2
J. H. Goldsmith's b. m. Huntress	4	3	2	3
B. Doble's ch. g. Judge Fullerton	1	dis.		
J. A. Batchellar's b. g. John H	5	dis.		
D. Mace's b. g. Sensation	dr.			

TIME.

	Quarter.	Half Mile.	Mile.
First heat	.36	1:09	2:21
Second heat	.35	1:11	2:22¾
Third heat	.37½	1:14	2:28
Fourth heat	.37	1:14½	2:28

MILITARY RIFLE PRACTICE.

THE SECOND PRACTICE BY THE ELEVENTH BRIGADE AT CREEDMOOR.

The second day's practice by the Eleventh Brigade, Second Division, of Brooklyn, took place at Creedmoor yesterday. The regiments represented were the Twenty-third, Companies A and C, seventy men, under command of Capt. J. G. Story, Lieut. Smith, Inspector of Rifle Practice; Thirty-second, Companies D and G, ninety men, Capt. Lutz commanding, Lieut. Waage, Inspector of Rifle Practice; and Forty-seventh Regiment, Companies B and E, sixty-two men, commanded by Capt. Heinrich, Lieut. Bradley, Inspector of Rifle Practice. Major H. S. Manning Brigade Inspector, inspected the firing. Major Partridge, of the Twenty-third Regiment, was detailed Officer of the Day, but owing to illness was not present, and the command of the corps devolved upon Capt. Jeff. Stevens, of Company C, in the same regiment. The general disposition of the men was good. Each detachment marched to the sound of field music, from one firing point to another, and neatly stacked their arms at the rear of the several firing points. The Twenty-third Regiment was deserving of particular attention in this respect, as well as in the soldierly appearance of its guard. The rule prohibiting the men from leaving the field during the hours of practice, was very loosely observed. At the entrance to the field where it is absolutely necessary to have a strong guard, only one sentinel was mounted throughout the day. During the mid-day recess a large party of men, comprising members of the Thirty-second and Forty-seventh, surreptitiously left the field and visited the hotel, although positive orders had been issued that no one should leave the grounds. Another party went into the woods east of the range. Although the men were observed by a number of people, the commanding officer overlooked the circumstance and no arrests were made. Surgeon Smith, of the Twenty-third Regiment, had been detailed to act in his official capacity, but did not make his appearance until the arrival of the 1:40 o'clock train. Two markers were shot by members of the Thirty-second Regiment, through carelessness in shooting while the danger signal was displayed. Superintendent Brower stated that more accidents of that nature had happened this season than occurred last year, when the men were presumably less experienced in the use of their rifles. The number of men who qualified comprised thirty from the Twenty-third; twenty-seven from the Thirty-second, and twenty from the Forty-seventh Regiments. Following are the best scores at 300 and 400 yards, the highest attainable number being 50 points:

TWENTY-THIRD REGIMENT.

Names.	300 Yards.					T'l.	400 Yards.					T'l.	G'd T'l.
Private E. P. Beavan	4	4	4	4	3	19	2	3	3	3	4	15	34
Corp. J. M. Allen	0	3	2	5	4	14	4	4	5	0	5	18	32
Private Beavan	2	0	4	4	4	14	4	4	2	4	3	17	31
Corp. Coffin	0	5	5	4	4	18	0	2	2	4	4	12	30
Corp. De Forest	3	3	5	2	4	17	3	2	2	5	0	12	29
Corp. Phillips	0	0	3	0	5	8	4	2	4	2	3	15	23
Private Sharpe	5	4	4	3	3	19	0	0	4	0	0	4	23
Lieut. H. K. Smith	3	2	4	2	2	13	0	4	5	0	0	9	22
Sergt. Norris	2	2	3	2	5	14	0	0	0	3	4	7	21
Lieut. Haviland	0	3	5	5	3	16	0	0	0	0	0	0	16
Sergt. Wilkinson	4	3	5	4	0	16	0	0	0	0	0	0	16
Private Purss	0	0	0	4	3	7	5	0	0	3	0	8	15
Private Candee	3	0	0	0	0	3	4	4	0	0	4	12	15
Private Atwater	0	3	0	2	5	10	0	0	0	4	0	4	14

THIRTY-SECOND REGIMENT.

Names.	300 Yards.					T'l.	400 Yards.					T'l.	G'd T'l.
Sergt. Bettenhauser	0	3	4	4	4	15	2	4	5	5	5	21	36
Sergt. Pabst	4	4	0	5	4	17	3	4	3	2	5	17	34
Private Granger	5	2	3	2	5	17	3	3	0	3	4	13	30
Capt. Schmidt	0	3	2	4	4	13	2	2	5	4	3	16	29
Private Hoff	4	3	2	5	2	16	4	2	3	2	0	11	27
Sergt. Aeellman	0	2	3	2	2	9	2	2	0	2	3	9	18
Private Waage	2	0	0	4	5	11	0	5	0	2	0	7	18
Capt. Lutz	3	2	3	3	3	14	0	0	0	3	0	3	17
Sergt. Klein	0	3	0	2	5	10	0	3	2	2	0	7	17

FORTY-SEVENTH REGIMENT.

Names.	300 Yards.					T'l.	400 Yards.					T'l.	G'd T'l.
Sergt. J. Ruland	4	3	5	5	5	22	0	0	2	3	3	8	30
Capt. J. E. Heinrich	2	0	3	5	5	15	4	2	4	0	0	10	25
Corp. C. E. L. Hinrich	3	4	2	4	4	17	0	0	2	5	0	7	24
Corp. J. Hanan	5	3	5	4	0	17	5	0	0	0	0	5	22
Private J. J. Hinrich	3	3	4	2	0	12	2	4	0	2	0	8	20
Capt. Powell	0	2	0	2	3	7	0	3	4	3	0	10	17
Private C. Beam	2	5	5	4	0	16	0	0	0	0	0	0	16
Private Parker	0	0	2	0	5	7	3	0	0	4	0	7	14

The Fifth Brigade, Second Division, will shoot at the same ranges to-day.

BASE-BALL.

AN EXCITING GAME BETWEEN THE HARTFORD AND MUTUAL CLUBS IN BROOKLYN—THE SCORE 1 TO 1, AND THE GAME DECIDED A DRAWN ONE.

One of the most exciting and interesting games of base-ball of this season was played yesterday afternoon on the Union Grounds, between the Hartford and Mutual Clubs. It was the sixth game of the championship series between them, and was very closely contested. The Mutuals went first to the bat, and, until the sixth inning, no runs were made by either club. Then the Hartfords succeeded in scoring 1 run, in consequence of errors committed by Hicks and Hallinan, of the Mutuals. The Mutuals also made an unearned run by Nelson in the eighth inning, and these two runs comprise the entire score of the game. On the Hartford side York led at the bat, and a very fine double play was made by Bond and Ferguson: Burdock and Remsen also did well at second base and centre field. On the Mutual side, Holdsworth and Nelson led at the bat. Gerhardt and Gedney played skillfully at third base and left field, and the former made a very good stop and throw. One of the best plays on this side, however, was a foul-bound catch made by Hicks after a long run. Had this latter not been made, the Hartfords would probably have scored another run. The pitching both of Mathews and Bond was fine, and the fielding on both sides very effective. At the end of the ninth inning the score was a tie—1 to 1—and a tenth inning was then begun. The Mutuals had finished their inning with a blank, and the Hartfords were at the bat, but had made no runs, when a thunder-storm, with heavy rain, set in, and the umpire called the game as a drawn one, with nine innings, the tenth being incomplete.

MUTUAL.	R.	1B.	P.O.	HARTFORD.	R.	1B.	P.O.
Holdsworth, c. f.	0	2	2	Allison, r. f.	0	0	0
Start, 1st b.	0	0	11	Burdock, 2d b.	0	1	2
Hallinan, s. s.	0	1	0	Carey, s. s.	0	1	0
Hicks, c.	0	0	4	Bond, p.	0	0	0
Gerhardt, 3d b.	0	1	4	York, l. f.	0	2	0
Booth, r. f.	0	1	1	Ferguson, 3d b.	0	0	4
Nelson, 2d b.	1	2	1	Remsen, c. f.	0	0	3
Mathews, p.	0	0	1	Mills, 1st b.	1	1	14
Gedney, l. f.	0	0	3	Harbidge, c.	0	0	4
Total	1	7	27	Total	1	5	27

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.	
Mutual	0	0	0	0	0	0	0	1	0	—1
Hartford	0	0	0	0	0	1	0	0	0	—1

Umpire—Mr. Charles Daniels, of the Hartford Amateur Club.

Time of game—Two hours and five minutes.

First base by errors—Mutual, 3; Hartford, 3.

Runs earned—Mutual, 0; Hartford, 0.

At base-ball yesterday, in Philadelphia, the Chicagos scored 2 and the Philadelphias 0.

At a game of base-ball played at Bridgeport, Conn., yesterday, the New-Havens scored 6 and the T. B.'s (amateurs) 0.

At Providence, R. I., yesterday, the Olympics, of New-York, made 7, and the Pilots, of Providence, 0.

THE TOLEDO REGATTA.

THE SECOND DAY'S RACES—THE FOUR-OARED SHELL RACE WON BY THE CHICAGO CREW.

TOLEDO, Ohio, Aug. 5.—Excepting a small amount of driftwood in the river, everything was most favorable for the races of the North-western Amateur Rowing Association to-day. About 10,000 people were present, and a lively interest was manifested in the contests. The first race was for barges pulling eight oars or less for two miles. There were two entries, but the Wahwahsums, of Saginaw, withdrew, leaving a walk-over for the Grand River Club, of Lansing, Mich. Time—14:54½. The next race was for junior double-sculls, two miles. There were five entries, but Montgomery and Barnard, of the Chicago Scullers', and Sterling brothers, of the Floral City Club, Monroe, Mich., were the only starters. When about half a mile out the latter broke an oar, leaving the Chicagos a walk over. Time—15m. 49¾s.

Next came the senior single sculls, two miles. In this race there were five entries, all of the Chicago scullers. Shortly after starting they all withdrew but Yates, leaving him to go over the course alone, which he did in 16m. 38½s.

The next race was for junior six-oared shells, three miles. There were five entries, but the Undines, of Toledo, withdrew, leaving four Detroit clubs to contest for the prize. They got away in good shape, and kept nearly even to the turningstake, when the Watangas fouled on the buoy, breaking an oar. In turning the Zephyrs fouled the Excelsiors, tearing away the rudder of the latter. The Zephyrs came in first in 20m. 47½s., the Detroits second in 21m. 54s. The claim of foul by the Excelsiors was not allowed.

The event of the day was the senior four-oared shell race, three miles. Out of seven entries six started. Half a mile from the start the Undines fouled the Detroits, and caused a detention of several seconds. The Detroits turned back. The Chicagos took the lead and kept it, coming in first in 19m. 40¼s. There was a very close race between the Wahwahsums, of Saginaw, and the Excelsiors, of Detroit' for second place, which was won by the former by about half a length. Time—19:59¾; Excelsiors, 20:00½; Spring Lake, of Spring Lake, Mich, 20:31¾.

The outlook is very favorable for some fine races to-morrow.

A RAID IN GREENE STREET.

Excise Commissioner William H. Stiner and Inspectors Jackson, Wendover, and Robinson, of the Excise Board, made a descent last night on a number of disorderly houses in Greene street, and arrested the proprietors for violation of the Excise law. For a number of years the persons keeping those dens have set the Excise laws at defiance and persisted in selling the vilest liquors without license. Commissioner Stiner having, after a great deal of difficulty, procured the necessary proof, obtained warrants for the offenders, which he placed in the hands of Sergts. Woodward and Rielly, of the Eighth Precinct. Last night the warrants were executed. Sophia Blum, the keeper of a notorious house, was first arrested and locked up in the cells at the Wooster Street Station. The next prisoner brought in was the noted Harry Parkins. He was quickly followed by Laura Barmore. She gave her name as Laura Dunne, having been married some time since. On learning that she was to be locked up, she gave the Sergeant $900 for safe-keeping. Katherine Coffee and Katherine Mack were next arrested. Henry Bushman, keeper of an infamous den, was the next prisoner. The officers had a warrant for the arrest of Annie Coleman, also a resident of Greene street, but she was found to be suffering from intermittent fever, and could not be removed from her residence. The prisoners will be arraigned at Washington Place Police Court this morning.

THE COMMERCIAL WAREHOUSE COMPANY.

Mr. Armour, President of the suspended Commercial Warehouse Company, said yesterday that he had no notion as to when the company's statement would be completed. The Receiver was working hard upon it. He also said that he had received notice that several additional cargoes of sugar have sailed to the company, but he could not give any figures.

J. B. FORD & CO.

The committee appointed by the creditors of J. B. Ford & Co. met informally yesterday, Mr. H. W. Sage having arrived from Michigan, and agreed to hold another meeting this morning, when some decision will be come to as to what will be the best course to pursue.

THE YELLOW FEVER.

WHAT IT IS AND ITS TREATMENT.

NATURE AND ORIGIN OF THE DISEASE—EFFECT OF TEMPERATURE ON ITS PROPAGATION—FROST A PERFECT DISINFECTANT—TREATMENT OF THE DISEASE—ADVICE TO OFFICIOUS "FRIENDS."

WASHINGTON, Aug. 5.—The Secretary of the Treasury having instructed the Supervising Surgeon of the Marine Hospital Service, (John M. Woodworth,) in accordance with a resolution of the Senate, to prepare a brief and succinct history of the yellow fever as it prevailed in the various ports of the United States, that gentleman has submitted a report, in which he gives a history in detail of the appearance and progress of the disease in 1873, and incidentally alludes to earlier visitations. He concludes as follows:

In conclusion, I will state that my ideas in regard to the nature and origin of yellow fever have been so well expressed by Surgeon George M. Sternberg, United States Army, that I will simply copy them:

First—The yellow fever poison is not an emanation from the persons of those sick with the disease. [I must interrupt the quotation at this point to observe that, while this hypothesis may possibly be correct, I am not prepared to assert it as a fact, but in all of the following opinions I fully concur. And now to resume.]

Second—It is not generated by atmospheric or telluric influences. A certain elevation of temperature is, however, necessary for its multiplication, and its rapid increase is promoted by a moist atmosphere, and probably by the presence of decomposing organic matter.

Third—The poison is portable in ships, goods, clothing, &c., and a minute quantity is capable of giving rise to an extensive epidemic.

Fourth—Exposure to a temperature of 32° Fahrenheit completely destroys it.

Fifth—It may remain for an unknown length of time in a quiescent state when not subjected to a freezing temperature or exposed to the condition necessary to its multiplication, and may again become active and increase indefinitely when these conditions prevail.

Sixth—While liability to the disease and its severity when contracted depend, to a certain extent, upon age, sex, temperament, previous habits, acclimation, they also depend to a great extent upon the degree of concentration of the poison; that is to say, the larger the dose the greater the possibility of an attack and the greater its severity. [In coinciding with this statement, I wish it understood that I have only reference to the disease as it occurs in the United States. I was under the impression that it originated in New-Orleans, until the contrary was proved, during the occupancy of that city by the United States troops during the late war. There is, I think, indubitable evidence to prove that yellow fever is a native of the tropics, and that its importation into the United States could be prevented by a strict quarantine; that is, total isolation. I consider the most reliable method of disinfecting a ship is to batten down her hatches and reduce the temperature of her hold to 30° Fahrenheit, and to keep her in that condition for four or five days, so that the bilge-water may remain frozen for that length of time. No further danger need after that be apprehended, and any subsequent appearance of fever on board must arise from fresh exposure to its influences.]

We do not find that vessels remaining here all Summer, no matter how dirty they may be, ever generate yellow fever. This only occurs with ships from latitudes below the regions of frosts, and where this disease prevails for nearly the entire year.

TREATMENT.

In regard to treatment, I have very little to add to what has already been written; but as I have been quite successful in the last two epidemics, it may cause some slight desire to know the mode adopted. It is the simplest: When the patient is seen in the first stage during the fever, (in the first twelve hours, if possible,) I resort to a hot mustard bath, either a full bath or only to the knees, according to circumstances. The patient is then put to bed and well wrapped or covered with blankets, and supplied with ice-water, and permitted to drink it *ad libitum*. If there be any irritability of the stomach, a mustard plaster about the size of the palm of the hand is applied to the cardiac portion of the stomach, and as it becomes uncomfortable, moved to another place, and so on around that organ, thus keeping up the action for an indefinite length of time. When the stomach is not too irritable, castor-oil or the *oleum ricini*, capsules are given by the mouth; otherwise an enema of *oleum ricini*, two drachms; *oleum terebinthin*, twenty drops; *vitel, unius ovi; aqua pur*, one pint, to be used and repeated till the actions are free. I generally find, however, that the *oleum ricini* is well borne by the stomach, and when the dose is large acts efficiently. If there be suppression of urine, a cloth (flannel is preferable) well soaked with *oleum terebinthinae* is applied over the region of the kidneys; this application is repeated until the flow of urine is copious. It is usually brought on by this means in two or three hours, if not sooner. The hot bath is repeated if at any time the perspiration becomes checked, as are also mustard plasters, if required, for irritability of the stomach, or to act as revulsives or counter-irritants. The doors and windows are to be kept closed, and all draughts are to be avoided and sudden changes of temperature are to be guarded against, as I believe, with Surgeon Gibbs, United States Navy, that a sudden change of temperature—he says of 5°, I think of 8° or 10°—will prove fatal. Draughts produce equally serious results when the patient is sweating profusely. When there is only one sick person in the room, I consider ample ventilation is afforded by the cracks of the door and windows, and, when there is one in the room, by the fire-place, and I believe that the word "ventilation" has, in this disease, killed more persons than anything else, as all here understand it to mean that doors and windows are to be kept open, or partly so, day and night, south wind or northers. The patient is seen at one time sweating profusely and much improved, and next, after these "ventilations," with a dry skin, delirious, trying to get up, or complaining bitterly of a return of the pains and aches, with a suppression of urine, or else comatose, and in a state of congestion. I give, as before stated, ice-water, as cold as it can be made, and without stint, or small pieces of ice as frequently as desired—that is, after the hot bath. It causes the perspiration to flow freely besides producing it in much less time than when hot drinks are resorted to. It is, moreover, infinitely more grateful to the patient, and is a much more rational mode of treating and subduing inflammation, in which state the stomach is known to be. It is also well known to be acceptable in all fevers, and to have a tendency to alleviate them; it likewise soothes the irritability of the stomach and has a tendency to check hemorrhage and vomiting, while warm drinks frequently sicken, produce vomiting, and are not agreeable to the patient, and, I am confident, are the almost invariable cause of the patient's attempting to rise and go out into the air. What does he almost invariably attempt to do under this treatment? To rise and rush to the water-pitcher or ice, if there is any in the house; or, if he be delirious, to seek to reach the bay, or any other water that can be found. I have never had a patient attempt to get out of bed, since, after the second case, in 1867, I adopted this treatment, and they do not become delirious. Though they complain bitterly of lying so long in bed, and ask to have their clothing changed. I never allowed it till the eighth day, and then it must be done carefully, with all the doors closed, and the fresh clothing must be carefully dried. I permit them to turn freely in the bed, providing the covering is kept on, and the perspiration is kept freely flowing, which is usually the case when the patient is well wrapped up and supplied with ice-water. The patient is given no food while the fever is on, and, in fact, seldom has any inclination for it. Ice-water suffices, and afterward a little lemonade, mint water, or claret sangaree, all of them iced, are agreeable, or else a little tea and soda-cracker may be given. I give the latter because it is light and so dry that they will seldom eat much of it. On the fourth or fifth day light chicken soup may be given, and by degrees stronger soups and better diet, as soft boiled eggs, &c. I would dwell particularly on the necessity of keeping the patient in a recumbent position for at least seven or eight days, the perspiration freely flowing for three days, and a gentle sweating kept up for two more or longer, as the case may require, and in no case to allow it to be suddenly checked, and to see that the urine is passed freely and that the bowels are open. On the seventh or eighth day, if the weather be favorable, open one of the southern doors or windows, and afterward, by degrees, the others, seeing that the patient is not in a draught. On the seventh, eighth, ninth, or tenth day, as the case may be, the patient, if otherwise doing well, is allowed to sit up. I usually visit him or her for a day or so longer, then dismiss the case. A tonic of quinine and iron is given after some of these cases, but the former is not prescribed at any time, and calomel not at all. I will also state that it is important to relieve the patient's mind of all anxiety; to assure him of the very probable favorable termination of the disease, which will result on strict adherence to directions, and to impress the same on his relatives and attendants. I almost invariably repeated the directions every time I called, and warned the parties that, although they seemed trifling, they were, in reality, most important, and that everything depended on their strict observation.

INSTRUCTION TO "FRIENDS" OF THE PATIENT.

The Doctor should sit down and talk to the sick person and his friends, and exhibit no alarm or concern, lest the patient become frightened. I usually tell them, "You are doing very well, and I shall almost certainly have you up, in a week or eight days, if you will lie quietly and do what you are told." I, however, never trust them, but have always some one with them—a relative, if possible, as they are the best and most reliable nurses. Friends are too apt to consult their own comfort instead of the patient's welfare, and to open the doors and windows, and to indulge in all sorts of imprudent gossip, in stage whispers to each other, concerning the progress of the epidemic, the last case of black vomit, and the similarity of symptoms between some person who has just died and the one they are nursing. And if you remonstrate with them, they answer: "Oh, he can't be frightened. You don't know him, Doctor." Then they are frequently officious, and as soon as your back is turned, if you have prescribed cold drinks, they substitute hot lemonade, because some other doctor—a friend of theirs—uses them, and perhaps throw open all the doors and windows; but when you return, they are on the cold drinks again, and everything is fixed your way. It is important to trust, if possible, only one person in a room, and the depressing influence of a death in the same apartment is terrible.

HOSPITAL CASES AND THE CAUSES OF HOSPITAL MORTALITY.

In hospital I remove very bad cases, but not all, into a separate ward, for the above has allusion almost entirely to private practice. The cases in hospital are usually of a worse type, the surrounding circumstances tending to make them so. They are soldiers, sailors, and paupers, and commonly, though not always, drunkards, and come in in the second stage, with little or no history, or in a state of congestion and comatose. These are the cases that swell the hospital mortality, as they are generally past all human aid. By having a number of small separate wards for yellow fever patients, so that they can be treated singly, and by careful attention and cheering them up, I think many might be saved who are now lost. Good nursing is nearly if not half the battle, and that is why I have devoted so much space to minutiæ. The patient should never be told directly that he has yellow fever. I usually say, "Well, you have some fever, but if you follow directions all will go well," &c.; and being asked by some if they had dengüe, I replied, "Well, yes, it will pass for that," and then privately told the relations or nurses to recollect that the patients had dengüe just so long as they lay there and followed directions, but if they got up, or committed any other imprudence, it would instantly become yellow fever, and death be the probable result. This is usually effectual.

THE FACTS IN THE BEECHER CASE.

NOW READY.

This day is published a revised edition of the REVIEW of the EVIDENCE in the BEECHER TRIAL, which originally appeared in THE NEW-YORK TIMES of July 3. In this edition the quotations from the evidence and letters have been thoroughly verified, some corrections have been made, and an important comparison between the letters of MR. BEECHER, MRS. TILTON, and MRS. MORSE has been added. Every reference to documents or testimony has been carefully compared with the official copies.

The pamphlet may be had at the offices of THE NEW-YORK TIMES, No. 41 Park row, and No. 1,257 Broadway; or of Mr. Brentano, No. 39 Union square.

Price 25 cents.

THE LIGHTNING MAIL TRAIN.

A GREAT POST OFFICE ENTERPRISE—THE FIRST TRAIN TO START ON OCT. 1.

Post Office Superintendent Bangs has been in the City during the past two days making arrangements for his projected lightning mail train to the North and West. He left for St. Louis yesterday on the same mission. A TIMES reporter had a conversation with Major Bangs while here in regard to the new enterprise, but he was indisposed to talk freely about it, on the ground that publicity at this time might materially interfere with some of his plans. He said, however, that the first train will leave this City at 4 o'clock on the morning of Oct. 1, and that every morning thereafter, at the same hour, a similar train will take its departure. It will be necessary to start at that hour in order to make connections. No passengers or freight will be taken. The only cars will be mail cars. The run to Niagara Falls will be made without stoppage, at an average speed of 40½ miles per hour. To the cars will be fitted patent appliances, called "catchers," which will deposit and pick up mail-bags at every station without stopping. These catchers are now in use on over 60,000 miles of mail route in the United States, and have given the greatest satisfaction, hardly ever failing to seize the suspended mail-bag, no matter how high the rate of speed.

One of the advantages of the train is that it will bring New-York newspapers to the breakfast tables of a great portion of the residents of New-York State where they do not now reach until late in the afternoon, and they will arrive in more distant places early in the afternoon instead of so late at night as to make them practically useless until the next day, as at present. Another is that mercantile letters will be delivered west of the Missouri twenty-four hours in advance of the time now required for transmission. The importance of this gain of time cannot readily be estimated. In the item of remittances alone there will be an enormous saving. Mr. Bangs estimates that $5,000,000 a day passes between New-York and California, and a day's interest on that sum foots up no mean amount.

The Northern route has been selected for the initiatory train in preference to the Southern for many reasons. The mail business from New-York and New-England to the North and West is more than equal to that of the entire country elsewhere; Wisconsin receives and dispatches more letters than Missouri, and the northern part of Ohio has more correspondence than the entire remainder of the State. In other words, the northern route is the one of vastly greatest importance to the manufacturing and mercantile communities. Mr. Bangs, however, does not intend that the South shall remain long deprived of the advantages expected from the new lightning train, or that the one to be started in October will be the only one that will leave for the North. This one is merely intended as the beginning of a system which will be gradually applied in all directions. The train will be run every day in the year, and the mails will be distributed on board the cars. Letters intended for districts will all be placed in a single bag and dropped at the principal towns, and there redistributed.

As to the cost, Mr. Bangs says that it will be no greater than at present. The mails now are parceled out in small lots to various railroads, and on general principles, that will be evident to every business man, their concentration into a large bulk will materially reduce the aggregate cost of their transportation. The saving thus effected will, it is estimated, more than compensate for the extra price of increased speed and special facilities. The "catchers" can be attached to the cars at $8 apiece, whereas in England similar and less efficient appliances cost the Government from $60 to $70 each, yet the rapid system there is looked upon as a financial success.

BRISK DEMAND FOR CITY STOCKS.

The following is a list of the proposals received by Controller Green yesterday for $361,000 six per cent. stocks and bonds of the City of New-York. It will be observed that the aggregate of the bids reaches nearly three times the amount asked for:

DOCK BONDS.

	Amount.	Rate.
F. D. Tappan	$34,000	102.14
George K. Sistare, Jr.	200,000	102.05½
Newburg Savings Bank	25,000	101.87
Emigrant Industrial Sav'gs Bank	50,000	101.76
Emigrant Industrial Sav'gs Bank	50,000	101.51
Emigrant Industrial Sav'gs Bank	50,000	101.26
Emigrant Industrial Sav'gs Bank	50,000	101.01
Cayuga County Savings Bank	25,000	100.55
I. T. & J. G. Frost & Co.	10,000	101.00
	20,000	100.50
Jno. H. Contoit	100,000	100.00

CROTON WATER MAIN STOCK.

Newburg Savings Bank	25,000	102.12
George K. Sistare, Jr.	76,000	102.05½
John F. Chase, Trustee	10,000	101.55
William Alexander Smith & Co.	26,000	101.54
William Alexander Smith & Co.	50,000	101.28
William R. Utley	10,000	100.13
William R. Utley	10,000	100.00
William R. Utley	10,000	100.08
William R. Utley	10,000	100.05
William R. Utley	10,000	100.01

ADDITIONAL NEW CROTON AQUEDUCT STOCK.

Newburg Savings Bank	25,000	102.51
Newburg Savings Bank	25,000	102.26
George K. Sistare, Jr.	85,000	102.05½
William Alexander Smith & Co.	85,000	101.28

Total amount of bids received......$1,071,000

THAT LEAKY ROOF

Should be promptly attended to. Our readers will do well to call or write to the New-York State Roofing Company, No. 8 Cedar street, New-York, who make roofs practically water-tight, or charge nothing. Their prices are low. Estimates (also 100 page book) free. The company have branch offices in Philadelphia and Boston.—*Exchange.*

THE SEMI-WEEKLY TIMES.

THE NEW-YORK SEMI-WEEKLY TIMES, published THIS MORNING, contains the very latest telegraphic and general news; editorials on matters of current interest; a page of carefully-prepared commercial matter, giving the latest financial news and market reports items of agricultural and domestic interest, and other interesting reading matter.

Copies for sale at THE TIMES OFFICE; also, at THE TIMES UP-TOWN OFFICE, NO. 1,257 BROADWAY. PRICE, FIVE CENTS.

Everdell, Principal Office, 302 Broadway, wedding and visiting cards, engraving, printing of every description. Established 1840.

Cancer

Removed without pain, caustic, or the knife, by Dr. McLEISH, No. 21 East 16th st.

Lundborg's California Water

For the Toilet and Bath. A delightful substitute for Cologne or Bay Rum. Fragrant and refreshing.

If you Want to Tone up the System, Take the PERUVIAN SYRUP; its effects are permanent.

Wm. Everdell's Sons, No. 104 Fulton st. Established 1815. LABEL PRINTERS.

MARRIED.

GIBSON—HOLBROOK.—At the residence of the bride's sister, in Brooklyn, on the 5th August, by Rev. Robert Henderson, United States Navy Chaplain, Lieut. WILLIAM C. GIBSON, United States Navy, to Miss AURELIA A. HOLBROOK, daughter of Capt. Samuel H. Holbrook. No cards.

DIED.

BEAUMONT.—On Thursday morning, Aug. 5, LOUISE, youngest daughter of Charles L. and Emily Beaumont, aged 14 months, 6 days.

Services 2 P. M., this day, (Friday,) at No. 152 East 20th st.

BENTON.—Thursday, Aug. 5, 1875, MARSHALL F. BENTON, son of the late Col. John B. Benton, in the 38th year of his age.

Relatives and friends of the family are respectfully invited to attend the funeral from the residence of his uncle, Thomas G. Benton, No. 33 Tompkins place, Brooklyn, on Saturday, Aug. 7, at 1 o'clock, P. M.

☞ Suffolk, Norfolk, and Richmond, (Va.,) papers please copy.

COWLES.—On Thursday, Aug. 5, HENRY D. COWLES, of dropsy of the heart, in the 52d year of his age.

The relatives and friends of the family are invited to attend the funeral from his late residence, No. 230 South 4th st., Brooklyn, E. D., on Saturday, Aug. 7, at 2 P. M.

☞ Elmira papers please copy.

DRAKE.—On the evening of the 4th inst., at his residence in Newark, N. J., Commander A. JACKSON DRAKE, United States Navy.

Notice of funeral hereafter.

EMMANS.—On Wednesday, Aug. 4, 1875, MARIA EMMANS, widow of Stephen J. Emmans.

Relatives and friends of the family are invited to attend the funeral from the residence of her brother, John B. Hillyer, No. 12 West 39th st., on Saturday morning at 9:30 o'clock.

GILMAN.—At Montrose, Penn., Aug. 3, 1875, BEVERLEY HALE, son of Theodore and Elizabeth D. Gilman, aged 11 months.

GROESBECK.—On Wednesday, Aug. 4, at the residence of his grandparents, Suffern, N. Y., ERNEST ADAMS, only child of Ernest and Elinore A. Groesbeck, aged 15 months.

Funeral from Suffern on Friday, 6th inst., at 10 A. M.

HART.—Suddenly, on Thursday morning, HANNAH FLORENCE, infant daughter of Henry J. and Annie M. Hart, aged 6 months.

Relatives and friends are respectfully invited to attend the funeral, from the residence of her parents, No. 8 Clark st., Brooklyn, on Saturday morning, at 10 o'clock.

HEERMANCE.—At Rhinebeck, Aug. 5, ANDREW J. HEERMANCE.

Funeral on Saturday at 10 A. M.

PURDY.—At his late residence, No. 38 East 49th st., in this City, on Tuesday, Aug. 3, JOHN PURDY, in the 81st year of his age.

Funeral services will be held at Calvary Church, 21st st. and 4th av., on Friday, the 6th inst., at 10 o'clock. Relatives and friends are invited to attend.

SCOTT.—Aug. 3, 1875, after a brief illness, SALLIE, wife of L. H. B. Scott and daughter of the late William Wall.

Relatives and friends are invited to attend the funeral on Friday morning, Aug. 6, at 10:30 o'clock, from the residence of her mother, No. 292 5th av.

TOWAR.—At Seabright, N. J., Aug. 5, 1875, of diphtheria, MARGARET ASBURY, only child of Thomas H. and Rosaline Bentley Towar.

Funeral from the residence of her grandfather, Peter Bentley, Esq., Jersey City Heights, on Saturday, Aug. 7, at 2 o'clock.

VAN HOUTEN.—At Jersey City Heights, on Thursday, Aug. 5, ZENIE, wife of Edwin Van Houten, and youngest daughter of James Neafie, Esq., in the 26th year of her age.

Funeral from her late residence, No. 91 Congress st., on Saturday, Aug. 7, at 1 o'clock.

WILLIAMS.—At Orange, N. J., on the 5th inst., JESSIE BALDWIN, twin daughter of J. B. and Georgie Williams, aged 6 months.

Funeral on Saturday at 2:30 P.M. Carriages will be in waiting on the arrival of the 1:10 train from New-York, foot of Barclay st.

MISCELLANEOUS.

TO MAKE THE GUMS HARD AND HEALTHY, use BROWN'S CAMPHORATED SAPONACEOUS DENTIFRICE. 25 cents a bottle.

CHILLS AND FEVER, THE CURSE OF new neighborhoods, can be effectually cured only by BROWN'S HOUSEHOLD PANACEA AND FAMILY LINIMENT. It quickens the blood, drives off the chill, and thereby prevents the fever. Its first application insures confidence, and the disease is eradicated. Ask any druggist, and he will indorse this.

A FEW OF BROWN'S VERMIFUGE COMFITS or WORM LOZENGES will remove the worms which are apt to accumulate in the stomach, and restore the patient to health. Age rarely suffers from them, but youth often, and these Lozenges are a specific. Druggists everywhere sell them for 25 cents a box.

POST OFFICE NOTICE.

The mails for Europe for the week ending SATURDAY, Aug. 7, 1875, will close at this office, as follows: On TUESDAY at 12 M., on WEDNESDAY at 4 A. M., on THURSDAY at 11:30 A. M., and on SATURDAY at 6 and 11:30 A. M.

T. L. JAMES, Postmaster.

THE RAPID GROWTH IN POPULARITY of MILK OF MAGNESIA as a remedy for Sour Stomach, Heartburn, Constipation, Gout, Gravel, and Urinary troubles warrants the belief that it will eventually supersede, as it deserves to do, all preparations of magnesia. Sold by all druggists.

R. STUART WILLIS, ATTORNEY AND Counselor at Law, Notary Public, No. 132 Broadway, Room No. 4 New-York.
N. B.—Special attention paid to "estates," conveyancing, and City collection.

$50 TO $10,000 HAS BEEN INVESTED in stock privileges, and paid 900 per cent. profit. "How to Do it," a book on Wall st., sent free. TUMBRIDGE & CO., Bankers, No. 2 Wall st., New-York.

NEW PUBLICATIONS.

D. APPLETON & CO.,
NOS. 549 AND 551 BROADWAY, NEW-YORK,
Publish this day:

I.

THE LIFE OF THE GREEKS AND ROMANS, Described from Antique Monuments. By E. GUHL and W. KONER. Translated from the third German edition by F. HUEFFER. Illustrated by 543 Woodcuts. 1 vol., 8vo. 630 pages. Cloth. Price, $6.

This work gives the most comprehensive account of the life and manners of the two great antique nations founded on the latest results of modern research, and fully illustrated by the careful reproduction of the Greek and Roman monuments. The fact that numerous editions of this work have been issued in Germany is a guarantee of its accuracy and importance.

II.

A QUESTION OF HONOR.

By CHRISTIAN REID, author of "Morton House," "Valerie Aylmer," "A Daughter of Bohemia," &c., &c. 1 vol., 12mo. 500 pages. Tinted paper. Cloth. Price, $1 75.

In this strong and absorbing novel the author of "Valerie Aylmer," and "Daughter of Bohemia" exhibits, at their best, all those striking qualifications that have made her previous novels so successful—strength of style, accuracy of character-drawing, and ever-cumulating interest of plot. "A Question of Honor" will be, without doubt, one of the successes of the Summer.

By the same author:

VALERIE AYLMER. 8vo. Paper, $1; cloth, $1 50.

The Author is one of the rising and brilliant lights of American literature.—*Portland Argus.*

MORTON HOUSE. 8vo. With Illustrations. Paper, $1; cloth, $1 50.

Interesting from beginning to end.—*Eclectic Magazine.*

MABEL LEE. 8vo. With Illustrations. Paper, $1; cloth, $1 50.

A story of absorbing interest.—*St. Louis Republican.*

EBB-TIDE. 8vo. With Illustrations. Paper, $1; cloth, $1 50.

"Ebb-Tide" is a story of power and pathos, and will be much admired.—*Boston Commonwealth.*

NINA'S ATONEMENT, and Other Stories. With Illustrations. Paper, $1; cloth, $1 50.

They are seven as charming and interesting stories as can be found in one volume from any late novelist.—*Cincinnati Times.*

A DAUGHTER OF BOHEMIA. 8vo. With Illustrations. Paper, $1; cloth, $1 50.

It is a novel of brilliancy and attractiveness.—*New-York Evening Mail.*

HEARTS AND HANDS. 8vo. Paper. Price, 50c.

III.

THE HUDSON RIVER.

A GUIDE FOR TOURISTS. With sixty Illustrations, by J. D. WOODWARD. 8vo. Paper covers. Price, 50c.

This volume is uniform in size with "New-York Illustrated," but is much more superbly illustrated, and contains the work of our best engravers. Mr. Woodward's drawings have been remarkably successful, and make it one of the handsomest guide books ever issued.

IV.

A new and cheap edition of THE HOUSEHOLD BOOK OF POETRY. Collected and edited by CHARLES A. DANA. Illustrated with four steel plates. 1 vol. 816 pages. Small square 8vo, cloth. Price, $3 50.

V.

HISTORY PRIMERS.
Edited by J. R. GREEN.

HISTORY OF ROME. By Rev. M. CREIGHTON, M. A., Fellow and Tutor of Merton College, Oxford. Small 12mo, with maps, flexible cloth. Price, 50 cents.

HISTORY OF GREECE. By C. A. FYFFE, M. A., Fellow and Tutor of University College, Oxford. Small 12mo, with maps, flexible cloth. Price, 50 cents.

EUROPE. By E. A. FREEMAN, D. C. L., LL. D.; ENGLAND, by J. R. GREEN, M. A.; FRANCE, by CHARLOTTE M. YONGE; and other volumes of this series will be issued shortly.

Either of the above sent *free by mail* to any address in the United States, on receipt of the price.

EUROPE ILLUSTRATED.
ITS PICTURESQUE SCENES AND PLACES OF NOTE.
LONDON PRINTING & PUBLISHING CO.

The undersigned respectfully informs the Messrs. Appleton, in answer to their card of yesterday, that the above work was commenced some time before their work was announced, and is published on its own merits alone.

This is to inform the public that any malicious person who may have secured a specimen to canvass in good faith, and shall attempt to obtain subscribers on any other ground than the overwhelming merit of the book itself is unworthy of patronage.

A. W. GITTENS, No. 17 Park place, New-York
U. S. Branch L. P. & P. Co.

ARGUMENT

OF FRANKLIN B. GOWEN, ESQ.

BEFORE THE JOINT COMMITTEE OF THE LEGISLATURE OF PENNSYLVANIA, APPOINTED TO INQUIRE INTO THE AFFAIRS OF THE PHILADELPHIA AND READING COAL AND IRON COMPANY AND THE PHILADELPHIA AND READING RAILROAD COMPANY, AT ATLANTIC CITY, N. J., JULY 29 AND 30, 1875, ON BEHALF OF SAID COMPANY.

[*Specially Reported by D. F. Murphy.*]

MR. CHAIRMAN AND GENTLEMEN OF THE COMMITTEE: I have to congratulate you on the near approach of the end of your labors; and I can, to some extent, congratulate myself that for the first time during this long investigation I am permitted to say something for myself and for the company I represent. I shall speak to you in two characters: First, the representative of the Reading Railroad Company, answering the general allegations made against us which led to the investigation; and, second, in the narrower sphere of a lawyer, criticising the testimony that has been brought before you. With reference to the charges that have been brought by the retail coal dealers, I take it they must either stand or fall upon the testimony that has been offered before you. But there is a very much broader field than this. When the Legislature of Pennsylvania appoints an investigating committee to see whether a great corporation has not violated its charter, such committee cannot be confined to the simple investigation of a charge of underweights or a charge of car detention. What I mean is better illustrated by the remark that if you were to be confined with reference to the whole scope of your investigation to the simple testimony adduced before you, it would follow that if the retail coal dealers had offered no testimony at all you could have made no investigation; and hence I shall ask you to listen to me when I speak of general topics of business and public policy as affecting the relations of a great coal-carrying company to the Commonwealth of Pennsylvania, from the legislative power of which it derives its charter.

The Reading Railroad Company was chartered in the year 1833 for the purpose of building a railroad from Philadelphia to the town of Reading. Within a year or two its powers were extended to enable it to locate its line and construct its road to the anthracite coal regions of Schuylkill County. The road was opened to the coal region in the year 1842, and from that time until the commencement of these difficulties, it has been carrying out the object of its charter fairly to the public, honestly to the State, and often for many years, at great loss to its promoters. From a small line of fifty-eight miles of single track, in 1835, it has extended itself throughout every valley of the Schuylkill and Mahanoy coal fields, offering an avenue to every one who desired to send his coal over its lines, and in the year 1870 it operated 1,168 miles of single track railroad, of which 466 miles were located in the coal fields alone. I ask you to glance at this map [exhibiting a map] to see the extent of territory that was opened by the coal laterals of the Reading Railroad. You have seen it probably before; it represents the various lines built by this company for the purpose of developing the anthracite coal fields, which had no other avenue to market than those owned by the company I represent; and I call your attention to it for the purpose of showing you how fairly and honestly this railroad company fulfilled the objects of its charter in offering facilities to all persons to make use of its line, irrespective of who they were and irrespective of the particular locality of their mines. Wherever an opening was made in any part of the coal field for a colliery, the Reading Railroad Company built a railroad to it without cost or charge to the projector of the improvement. It has expended hundreds of thousands of dollars in new lines, often expended as high as $40,000 or $50,000 for a line to open a single colliery, which afterward turned out to be in fault, and from which no business was ever derived.

In the year 1870 it carried 4,633,000 tons of coal; it transported 1,754,000 tons of merchandise; it carried 2,034,000 passengers. Its capital at that time was $41,000,000, and its annual rent account for leased lines of railroads and canals represented $20,000,000 additional, making $61,000,000 invested in a business that depended for its prosperity and success upon the carriage of anthracite coal. Up to this time—to wit, 1870—the Reading Railroad Company was the most determined opponent in the State of Pennsylvania of the policy of permitting railroads to be owners of coal lands or miners of minerals. It had nothing to fear from any adversary in any region. The coal fields which it developed were the nearest to tide-water—ninety miles against one hundred and twenty to one hundred and fifty for the other regions; its road was down grade to tide-water; a locomotive engine could carry seven hundred tons of coal to a train. It could have maintained itself without the ownership of coal lands, and without any connection with mining, against any rival that then existed, if such rival had been nothing else than a common carrier.

I may say here that this company had some right to the protection of the Legislature. Having been chartered for this object, having accomplished this object, having secured a larger tonnage than any other company, it had a right to be protected by the Legislature of Pennsylvania so that its business should not be destroyed. I do not say that it had the right to such protection as would have prevented another railroad being built to compete with it by constructing a parallel avenue of transportation. Such, however, is the policy of France, and I doubt whether any better railroad policy exists in the world than the railway policy of France, which has parceled out its territory to six or seven large railway companies, and prevents any encroachment within those territories from any rival company, thereby protecting the railway at the same time that the public is protected against undue oppression by a governmental inspection of the charges for freight and transportation.

We would not have asked for such protection in Pennsylvania, but we had a right to ask that that which was withheld from us should have been withheld from our adversaries. But, instead of this, and at the time when the Reading Railroad Company had no right to own mines, or to own coal lands, or to engage in the business of mining coal to supply its line with tonnage, every other Pennsylvania coal-carrying corporation whose outlet was the City of New-York had such right. The Delaware and Hudson Coal Company was chartered by the Legislature of Pennsylvania, and had the right to mine coal, to own coal lands, and to transport coal. The Delaware, Lackawanna and Western Railway Company, chartered by the State of Pennsylvania, had the same right. The Pennsylvania Coal Company, chartered by the State of Pennsylvania, possessed exactly the same right. The Lehigh Coal and Navigation Company, chartered by the State of Pennsylvania, possessed the same rights. The Lehigh Valley Railroad Company was the only company which originally was in the same position as the Reading Railroad Company, but by its merger with the Beaver Meadow Railway it acquired the right to be an owner of coal lands as well as a transporter of coal. We might not have complained of this had these other companies confined themselves to the basins of coal they were originally intended to develop, namely, the Wyoming and the Lehigh coal fields. Each one of the avenues of transportation controlled by these five companies led directly to the City of New-York; the business of each of them was to build up the City of New-York with the produce of Pennsylvania, in antagonism to the Reading Railroad Company, whose only outlet was the City of Philadelphia. We were the only coal company that was exclusively a Pennsylvania corporation. Every ton we carried to tide-water went through the City of Philadelphia, and added to the prosperity and the commerce of that great metropolis, and the traffic of every one of our adversaries was tributary to the commercial prosperity of a rival city—taking the produce of our very State to build up a rivalry which eventually would have destroyed Philadelphia in the scale of commercial importance had it not been for what we have since done. We could not have objected, however, to the action of these other companies had they confined themselves to the coal fields they were originally chartered to develop; but, having spread themselves over the entire Wyoming coal field, having taken up almost all the smaller basins in the Lehigh field, they turned their attention to the Schuylkill and the Mahanoy coal field; and what was the position of the Reading Railroad Company in the year 1870?

I now ask your attention to a map, which is the same as the one I have just shown you, but upon which I have located these rival lines which were gradually encroaching upon what we called our own territory. [Exhibiting map.] The lines in blank are the lines of the Reading Railroad Company. We found, in 1870, and prior to that time, that the Lehigh Valley Railroad Company had extended a line of railway through the heart of the Mahanoy coal field side by side with our own. It had purchased large bodies of lands, represented here by the color green, and was engaged in diverting a traffic which originally had gone by the Reading Railroad to Philadelphia, to the City of New-York, by its own line. The Pennsylvania Railroad Company had acquired the control of the Northern Central Railroad, and through it had secured the Lykens Valley Railroad and the Shamokin and Pottsville Railroad. The former was extended into our southern field at its western end. [Indicating on the map.] And this rival company had already secured such an amount of land, as is here represented, side by side with our own. The Shamokin Valley and Pottsville Railroad, which entered the coal field from Sunbury, was extended, where this line marked in red is indicated, and it had already secured the large body of lands marked in red. Further than that, a coalition between the Lehigh Valley Railroad Company, the Delaware, Lackawanna and Western Railroad Company, and the New-Jersey Central Railroad Company was formed for the purpose of building a railroad along almost the entire length of the southern coal field. These three large and wealthy corporations united and located a line from the neighborhood of Tamaqua, running where this line is indicated [pointing to the map] almost through the very centre of the southern coal field.

Such was the position we occupied in the year 1870. We should have had nothing to fear from any rival railroad competing as common carriers with ourselves; but when these large companies, with a power to buy coal lands, located and projected lines into our very territory, and were engaged in buying up lands for the purpose of sacrificing the profit of the miner to secure transportation for their railway lines, the result would have been, if we had not acted promptly, that in a year or two the company that we represented and the property for which we were responsible would have been rendered almost entirely valueless, and all the tonnage which we now carry to the City of Philadelphia would have been diverted to the City of New-York.

In this connection, I desire to refer to the act of 1869, which has been alluded to by both of our friends on the other side. The allusion almost provoked a smile when I remembered the history of the act and the desperate battle fought in the Legislature by the Reading Railroad Company against its passage. This act of 1869, entitled "An act to authorize railroad and canal companies to aid in the development of the coal, iron, lumber, and other material interests of this Commonwealth," was an act of Assembly introduced into the Legislature entirely in the interest of the rival lines that I have spoken of, for the purpose of enabling them, after having located their roads, to buy lands in our own territory. It was approved on the 15th day of April, 1869. I was at that time the counsel for the Reading Railroad Company, and I well remember the earnestness with which the company and its counsel opposed the passage of the bill. The utmost that we could secure, however, was that very amendment, which I believe was drawn by myself, and which prevented the act having any operation in the County of Schuylkill. We could do no more than that. It opened Northumberland County, where our lines were existing, it opened Dauphin County, where we already had lines of railroad and coal interests, to our adversaries; and the utmost that we could do was to keep Schuylkill County away from them; but it only kept Schuylkill County away from them so far as concerned the power to purchase the stock and bonds of coal companies, but wherever coal land was owned by individuals, they had the right to buy. Thus attacked, as I have shown, what could we do? Were we to lie still? Were the managers of the company to remain quiet and see the tonnage diverted from their own line? We had nothing to do but to fight the enemy with their own weapons. The policy had been inaugurated by the Commonwealth of Pennsylvania. Her legislative power had given to these rivals of ours an ability to defeat us in our own region and at our own home; and no other way in which we could protect ourselves was left open for us except that of becoming the owners of coal lands. But even before we had that right and, indeed, before we determined as a company that we would adopt that policy, several gentlemen connected with the company, who had means of their own, bought up three or four large bodies of land which happened at that time to come into the market. The first purchase, I believe, was an interest in the Treverton coal estate, from which the North Franklin coal is mined. An act of Assembly was introduced into the Legislature to incorporate the Franklin Coal Company, the object of which was to enable the purchasers to associate themselves as a corporation in the ownership of the three, four, or five bodies of land which they had thus purchased. But events succeeded each other with great rapidity in those days. In the opening of 1871 we had one of the most disastrous strikes in the coal region that we have ever experienced, longer, I believe, than any which has ever since occurred, except the one from which we have just emerged. That strike completely prostrated individual enterprise, threw upon the markets large bodies of land which were at the mercy of the rival companies who were attacking us, and we determined to go into the matter as a corporation, and to ask the Legislature to pass an act of incorporation for the formation of an auxiliary coal and iron company.

I desire to say to you, gentlemen, that corporations having the same powers as this Laurel Run Company were as plenty as blackberries in August. Charter after charter existed on the statute books of your Legislature, which were offered to us, one after the other, but we preferred to go to the Legislature ourselves. True, we gave no notice to our adversaries that we were doing so. Do our friends upon the other side expect business men, desiring to prevent rivals getting the advantage of them, to serve upon such rivals a notice of the action that it was proposed should be taken? Did the gentlemen expect us to give such publicity to the Laurel Run Improvement Company as to defeat the very object of its charter? Why, we bought some of these lands over night; the large bodies occupying strategic positions in the coal field were purchased before anybody knew anything about it. But the members of the Legislature were not deceived; there was no deception practiced upon them. In the hall of the Senate, Senator Billingfelt made a speech against the passage of this act of Assembly, because it was avowedly in the interest of the Reading Railroad Company. There was not a man, no matter how humble his position in the Legislature, or connected with it, who did not know that that act of Assembly was intended for the Reading Railroad Company just as well as he knew that a supplement to the charter to incorporate the City of Philadelphia was intended for that municipality. There was no deception; there was no deceit. The matter was pressed through with as much rapidity, of course, as it could be, because the object was to defeat the rivals who were encroaching upon our territory; and if our friends on the other side suppose that we manage our large business in such a manner as to notify our adversaries of our intentions, for the purpose of enabling them to defeat the objects we have in view, they have formed a very low estimate of the capacity of the gentlemen who have been placed in charge of the Reading Railroad Company, and I am glad to be able to tell them that I do not think we are as dumb as we look.

The Laurel Run Improvement Company was organized. The gentlemen interested in the success of the Reading Railroad Company, who had bought out of their own means several large bodies of lands at very low prices—some of them worth now five times as much as they paid for them—conveyed every acre to the company at the same price they had paid for it, with six per cent. interest added. We bought 100,000 acres of land; we expended $40,000,000; and of that great sum of money not one penny of purchase-money was diverted to enrich a man who was in the pay of the company. And just at this point let me call your attention, as representatives of the Commonwealth of Pennsylvania, to the position which the rival ports of Philadelphia and New-York occupy toward each other with reference to the anthracite coal fields. I have made a tracing copy of the map which Mr. Lorens showed you in Philadelphia, and I desire you to glance at it for a moment. [Exhibiting map.] There is New-York, [indicating,] and there is Philadelphia, [indicating.] The large corporations that were our rivals had developed the northern or Wyoming coal field and those several isolated basins known as the Lehigh coal region. Every avenue leading from these fields led to the City of New-York, and all the traffic helped to build up its commerce and add to its prosperity. The City of Philadelphia, which is nearer to the coal-fields than any other port, had no region to depend upon except the Schuylkill and the Mahanoy, and had no avenue of transportation leading to it, except such as were controlled by the Reading Railroad Company. What would have been the condition of the City of Philadelphia and the State of Pennsylvania if these New-York lines had usurped and taken possession of the southern fields as they had of the northern? Why, gentlemen, we ship from the City of Philadelphia alone 2,500,000 tons of coal a year in vessels; we have shipped as much as 90,000 tons a week; and the commerce and the prosperity of the port of Philadelphia as a shipping port are much more dependent upon the industry which we bring to it than upon all others put together. I speak of it now as a mere commercial or shipping port; for you must remember that, though a cargo of coal is worth but little in money value, as compared with a cargo of oil, a cargo of silk, or a cargo of tea, yet the number of vessels coming and going, the tonnage of the port, is just as much affected by a cargo of coal as a cargo of silk, or a cargo of tea; the same number of mariners are required to work the vessels, the same number of ships lie at anchor for a ton of one as for a ton of the other, and each time a vessel comes to the port of Philadelphia to take away something that is produced or shipped there, and to bring something that is used there, it adds just that much to the prosperity of the port which it has selected as its harbor.

We are exclusively a Pennsylvania corporation; we own no foot of railroad that is not within the borders of the State of Pennsylvania; we do no transporting business except that which is exclusively within the borders of Pennsylvania, or that which is necessary to carry by vessel from Pennsylvania to other places the products of our own Commonwealth; we owe no allegiance to any other State; we derive no power from any other Legislature. There is not within the whole State which you represent a corporation so exclusively a Pennsylvania corporation, or one so firmly devoted to building up the industrial interests of the Commonwealth in which we are located. Suppose that the two and a half million tons of coal per annum which we ship from Philadelphia had been diverted to New-York, what a position would the State of Pennsylvania be in; and how could you, gentlemen, answer to your constituents for the manner in which you had performed your trust, when it was shown that this vast wealth, which the Creator had planted in Pennsylvania alone of all the States on the sea-board of our country; this vast wealth, upon which the State of Pennsylvania is more dependent for prosperity than upon any other; this great mineral treasure which has poured into the heart of Pennsylvania a stream of gold for the last thirty years, had been absorbed and controlled by five or six corporations owned in New-York and held in New-York, and with every avenue of transportation leading to that City and devoted to building up its commerce? When I think of this; when I look back over the last five or six years, and reflect what the State of Pennsylvania owes the Reading Railroad Company; when I think of what the City of Philadelphia owes to this company; when I think of the earnestness and the fidelity with which the gentlemen who have been intrusted with the management of this company have performed their duties to their own State, and of the prosperity to that State and its metropolis which will result from their efforts; when I think of all this, and then reflect upon what we have been subjected to for the last two or three months before this committee; when I think that this great interest which I represent, and which has added more to the wealth of the State than any other within its borders, is to be stricken down and trampled into the dust at the dictation of a few petty coal dealers, I cannot help feeling that if they are to be successful it will not be the first time that

> "A falcon, tow'ring in her pride of place,
> Was by a mousing owl hawk'd at, and kill'd."

Right here, gentlemen, I desire to interject a few words upon the question of the policy of permitting railroad companies to be the owners of mineral lands and the miners of coal. If I were simply defending our own position, if I were simply here to defend those members of the Legislature who with great unanimity voted for the passage of the act incorporating the Laurel Run Improvement Company, it would be entirely sufficient for me to say that you had given this right to every corporation transporting coal to New-York, and that you could not in justice to your own Commonwealth and to her citizens have denied it to us. That alone is amply sufficient to justify what you have done, and not only to justify you but to hold you up to honor in future time for the wisdom of a course that looked beyond the present and beyond the petty gains of retailers and factors, to establish a policy that should inure to the benefit of the State which you represented.

Senator Rutan—That was the controlling argument.

Mr. Gowen—Undoubtedly it was. It was the controlling argument with the Legislature, and it was the controlling argument with the Governor, for the answer he made to us was: "I am opposed to this, but as every company that sends its products to New-York has this right, I shall give it to the only one whose commerce adds to the prosperity of Pennsylvania."

But to go back to the question of general policy. I was brought up in the Democratic school of faith, and I may say that "after the most straitest sect of that religion I lived a Pharisee," and I was taught to believe that it was simply monstrous to give a corporation such powers as we now possess; but, while still adhering to the ancient faith, I have become a convert to the doctrine that there is no better hand to hold the power of owning and controlling mineral lands than the railroad companies that develop the territory in which they are situated.

In the first place, our coal field is a barren wilderness, a rough series of mountains and valleys, with masses of rock upheaved and stood on edge, which, to-day, but for the mineral wealth beneath it, would be as waste as the desert of Sahara. What is there to incite a company to develop such a coal field except the mineral wealth that it contains? Is it not important that it should be developed? And with the experience which we now have before us, what corporation would expend money in the development of a coal field if, after they had succeeded in building their lines and investing their money, the very business upon which they depended for their prosperity was taken away from them by others? Why, there would be nothing left for them. Hence, if you want the coal fields developed, you must attach them to the interest that develops them, so as to justify the expenditure of money.

In the second place, I have this to say, you have yourselves been through this coal region; you have seen the amount of capital it requires to open a colliery—two, three, four, or five hundred thousand dollars; and in one or two places which you have seen, from a million to a million and a quarter of dollars to open a single colliery; you have seen the shafts being sunk near Pottsville, commenced by this company, to develop a bed of coal almost at the terminus of its main line, the existence of which has been known for thirty years to a demonstration, but the cost of the development of which has deterred any individual owner of land from engaging in it. Those works, which will employ a thousand men and add five to six or eight thousand to the population of the town of Pottsville, will cost, when they are completed, probably from a million to a million and a quarter of dollars. What individual would have engaged in such an enterprise? What individual having one million of dollars would be foolhardy enough to place the whole of his property at the risk of a single explosion or in danger from a single spark? But I may be answered that corporations might have engaged in this work without transporting powers; that an aggregation of capital could be formed for the purpose of developing coal lands without transporting coal. But, gentlemen, would any capitalists engage in an enterprise unless they knew that for years to come an avenue of transportation would be open to and controlled by them? Unless, therefore, the two interests are united, there would be little doubt whatever that many of the coal fields of this State would remain undeveloped hereafter.

But again, it is to the interest of a railroad company that fuel should be cheap, and I want to call your attention to this important point. The Reading Railroad Company depends for its profits upon the prosperity of manufacturers along its line. Just imagine what its condition would have been had these New-York companies secured the control of the coal lands, and had said to the manufacturers in the State of New-Jersey—and I presume I must speak very deferentially of the State of New-Jersey, as we happen to be within it at this moment—suppose they had said to the manufacturers of the State of New-Jersey and the State of New-York who were along their lines, "Come here, and we will give you coal for two dollars a ton, and we will charge the people who are upon the line of the Reading Road four dollars for it," what effect would that have on the prosperity of the State of Pennsylvania? Why, gentlemen, what is the price of coal to us; that is, what is twenty, thirty, or forty cents in the price of coal to us as compared with the large revenue we receive from those who use it upon the line of the road? We sell lump coal to the manufacturers to-day at two dollars and fifty cents a ton, just about the cost of that particular kind of coal. Suppose we sold it to them at fifty cents less than cost; suppose that in order to build up our line we should say, "Every man who locates his works upon the line of our road shall for twenty years have his coal at two dollars a ton," what do you think we should get for that ton of coal, selling it at two dollars? We would get four dollars for every ton of it. In other words, the ton that we sell at two dollars will bring to us an increased business of from five to ten dollars of gross receipts for every ton that is burned in the process of manufacture along the line of our road. Such, I hope, will ever be the policy of the railroad company; and that is the reason the retail coal dealers in Philadelphia do not like us; that is the reason the factors do not like us. We have stricken down the intermediate profits, and we have said, and will say to the manufacturers throughout the United States, "here is a company that owns lines of railroad in the heart of a rich agricultural region, where labor is plenty and always will be abundant; we own the coal lands, and we own the coal mines; and you can come here to locate your works in confidence that self-interest alone and the worship of the almighty dollar, generally supposed to be implanted in the breast of a corporation, without regard to any benevolent or philanthropic ideas in the minds of the gentlemen connected with the company, will induce us to let you have this fuel at less than you can buy it from an individual."

There is, however, another reason. A large corporation, such as we are, is held by the public and by the representatives of the public to a strict accountability. We would not dare to do what individuals do. When individuals controlled this coal field during the war, eight dollars a ton was the price of coal at the mines. Do you think the Reading Railroad Company would have dared to charge that sum, no matter how great the power it possessed? Do you suppose that a ton of coal which cost two dollars at the mines could have been sold at a profit of six dollars if the Reading Railroad Company had owned it instead of individuals? A few individuals during the war were selling coal to the United States Government to carry on the defense of the country at a profit of from three dollars to four dollars a ton; but do you suppose such a thing would have been possible under a corporation? Why, if we had attempted it we should have been pilloried as monopolists and then executed as traitors, and yet these individuals who handled the product of the mines during the war, and who made money so enormously out of war prices, are the very persons represented by those who now attack us for making a monopoly of this trade. Would the Legislature have appointed a committee to investigate the conduct of an individual if he had charged this high price for coal? Oh, no! But when we reduce the price, to the injury of a Philadelphia retailer, the whole power of the State is invoked for our destruction. Hence I say I am a convert, and I believe, as the result of experience, that there is no better policy than that of enabling the railroad companies to develop the coal fields in which their lines are located. But, gentlemen, let me call your attention to a few statistics—for we have some means of determining this question from actual results. I think you will all agree with me that the senseless clamor against corporations, simply because they are corporations, will have no weight whatever with you. I think you will admit that it is your duty, as it is the interest of those whom you represent, to so act that the State shall be prosperous; and you will agree that whatever increases the population and adds to the prosperity of the State should be encouraged, irrespective of whether the dollars and cents that result as profit from the work done are in the treasury of an aggregation of individuals called a corporation or in the pocket of one single man. The map which I have just exhibited to you shows that the Wyoming coal field for the last twenty years has been developed by corporations, and the Schuylkill and Mahanoy coal fields have been the locations for individual enterprise. We have had, then, two well-defined and distinct systems of business in operation for nearly twenty years. Let us see by figures what was the result to the State of Pennsylvania:

The Schuylkill and Mahanoy coal fields together contain two hundred and thirty-seven square miles of coal; the Wyoming coal field contains only one hundred and ninety-eight; therefore, we have more land than they have. The Schuylkill and Mahanoy region, the Schuylkill particularly, was the first one opened. It is nearer to tidewater than any other. On account of the geological formation, the structure of the stratification, and the number of axes of depression and elevation, there are to the square mile more places for opening collieries in the Schuylkill and Mahanoy region than in any other. In addition to this, the upper strata of the coal measures, which are absolutely denuded in the Lehigh region, and partly washed away in the Wyoming region, exist intact in the Schuylkill. In other words, whereas in the Lehigh region they have but three or four veins of coal, and in the Wyoming from eight to ten, we have in many places in the Schuylkill region seventeen distinct strata, and to this extent, therefore, our capacity for annual production is greatly increased. Notwithstanding all this, what has been the result? In the year 1840 the Schuylkill region produced four hundred and ninety thousand five hundred and ninety-six tons of coal, and the Wyoming region produced only one hundred and forty-eight thousand four hundred and seventy tons. You see the production of the Schuylkill region was more than three times, nearly three times and a half, as large as that of the Wyoming region. In 1850 the Schuylkill region produced one million eight hundred and forty thousand six hundred and twenty tons, and the Wyoming region eight hundred and twenty-seven thousand eight hundred and twenty-three tons. This was about the period when the large corporations in the Wyoming region, of which I have spoken, were going into business extensively as miners of coal, and up to that time the increase had been somewhat greater in the Wyoming than in the Schuylkill. But now look at the next decade. The tonnage of the Schuylkill region had increased in 1860 to three million seven hundred and forty-nine thousand six hundred and thirty-two tons, or about double; while that of the Wyoming region had increased to two million nine hundred and forty-one thousand eight hundred and seventeen tons, or more than treble. At the end of the next ten years, while the Schuylkill had only increased in 1870 to four million eight hundred and fifty-one thousand eight hundred and fifty-five tons, or twenty-nine per cent., in ten years, the Wyoming region increased from two million nine hundred and forty-one thousand eight hundred and seventeen tons to seven million eight hundred and twenty-five thousand one hundred and twenty-eight tons, or one hundred and sixty-six per cent., within the same period. Here was an increase of one hundred and sixty-six per cent. against twenty-nine, due to the fact that the Wyoming region was controlled by large corporations who could expend money in developing the lands, and who were not liable to be prostrated by a monetary panic. If we had had twenty years ago the powers we now have, what do you think would to-day be the increased population of the valley of the Schuylkill and the increased commerce of the City of Philadelphia? I have shown you that in the decade from 1860 to 1870 the tonnage of the Schuylkill region had increased but twenty-nine per cent., while that of the Wyoming had increased one hundred and sixty-six per cent.; but I have had these statistics brought down to 1874, and I have been astonished at the revolution already worked in the trade in consequence of our advent into the business of mining and selling coal. In the four years from 1870 to 1874 the tonnage of the Schuylkill region has increased 33 23-100 per cent., and that of the Wyoming only 18 1-100 per cent. If there is anything more conclusive as a demonstration than this I should like to have it produced before you; and assuming that you, gentlemen, will close your minds to the senseless clamor against a corporation, and look only to the development of your own native State, look only to her prosperity and the prosperity of her people, I think you will justify what we have done, and some of you will claim credit with your fellow-members for having been among those who were present in the halls of legislation when this policy was extended to Schuylkill County by the incorporation of the Philadelphia and Reading Coal and Iron Company.

But let us look at the populations of these two regions as represented respectively by Schuylkill and Luzerne Counties. In 1850 Schuylkill County had a population of 60,713, and Luzerne only 56,072. In 1860 Schuylkill had 89,510, but Luzerne had already overrun it, and had 90,244. In 1870 Schuylkill County had increased to 116,428, and Luzerne to 160,915, or an increase for Schuylkill in that decade of thirty per cent., against seventy-eight per cent. for Luzerne. Of course, I have no means of making a comparison of populations since 1870, for no census has been taken; but I will venture to say that, owing to the work of this company in the Schuylkill region and the number of men employed and brought there, the ratio of increase in Schuylkill in the last four years will compare as favorably with that of Luzerne as the tonnage of the two regions during the same time.

There is one other subject to which, before I leave this part of the case, I desire to call your attention. I know that it is rather an invidious thing to appear before the public as the defender of a corporation, but let me say to you that a large corporation confers a benefit upon a community—which the latter cannot derive from an individual—in this respect. Take the Reading Railroad Company for example: I have looked over the statistics of the company from its formation, and I find that the stockholders of the company have received an average of not quite six and a half per cent. upon their money from the time they invested it. They have never got more than an average of six and a half per cent. for their money, and if they were to sell out their property to-day at its market value, they would only get ten per cent. more for it than they paid for it forty years ago. You will admit that all this aggregation of property which we hold is a benefit to the public; you will admit that the public gets the use of it; and let me ask you, if it was owned by an individual, would he give the use of it to the public at a rate of interest which is not five per cent. upon its value? If any of you gentlemen had bought a house forty years ago, would you let the community use it to-day at ten per cent. of what you paid for it, if it was now worth ten times as much as you gave for it? You have been at Port Richmond. The Reading Railroad Company owns a body of land and wharf facilities there which would be represented in value by a sum of ten million dollars; they never charge one penny for its use; it is given free to the public; there is no charge for the use of the wharves at Richmond. These very gentlemen who attack us, who have been witnesses here, who are trying to break down our charter, are making money by the occupancy of our property without a dollar of annual rent. If it belonged to an individual would that be the case? The capital of the company was formed forty years ago, and its property was purchased at the low value which it then possessed, and although that property may have increased tenfold in value, it measures the demand of its stockholders by an annual rate of ten per cent. upon the original investment, which is not five per cent. upon its present market value. The annual dividend paid out by the Reading Railroad Company to its stockholders is not five per cent. upon the appraised value of its property. What individual owning property would permit the public to use it at that rate? Would he not sell it out and realize? The people never think of this. They say: "Oh, you are paying ten per cent. dividends." But upon what capital are we paying ten per cent.? Upon the capital that we invested forty years ago. You may have bought a house on Chestnut street forty years ago for five thousand dollars, and it is worth one hundred thousand to-day; do you rent it to an individual at ten per cent. upon the five thousand dollars—rent it for five hundred dollars when you can get ten thousand dollars for it? Surely not; but the corporation whose capital is measured by its stock charges the public but ten per cent. upon the value of its property at the time it was bought, and adds nothing to it for the increased value. In other words, the stock of the Reading Railroad Company has never been increased owing to the increased value of its property. During the war, when the company was making a great deal of money, it did not pay cash dividends, but kept the money and increased the capital due to the expenditure of the earnings; but for $17,000,000 of profits invested it only increased its capital $12,000,000, so that the increase should be measured by a gold standard of value, and hence, notwithstanding that increase of capital, the money it represented was invested in property, and the rate of interest paid to-day is a rate entirely inadequate to the market value of its assets.

Having gone over these general subjects, I now come to the entrance of the Philadelphia and Reading Coal and Iron Company into the business of mining coal. Our first intention was never to mine a ton of coal. The idea was that the ownership of these lands would be sufficient to attach the tonnage to us, and that we could get individuals to mine the coal at a rent. That was the policy inaugurated by the company; and to develop it, they expended probably $800,000 or $900,000 simply in loans to individuals to enable them to get into business. We built collieries, rented them to individuals, and advanced money on mortgage; and had it not been for the terrible demoralization of labor in the coal regions, resulting in strikes, individuals would have been able to do all that we wanted. But we had, during the time I speak of, a succession of strikes, which entirely destroyed individual enterprise. There was no man who had the capital to stand up against them; six months out of a year they were idle; and we saw that we had to "take the bull by the horns" and go into the business of mining ourselves. There was nothing else left for us to do. We tried honestly and sincerely for nearly eighteen months to develop these lands and work them by individual enterprise; nay, more than that, when we found that would not do, in several instances we opened the collieries and associated men of known experience with us as partners in mining, and let them have the business; but that was also unsuccessful, and we had to take hold of the coal trade as we took hold of the railroad, establish ourselves in it as a large corporation, with fixed rules, and the result has been what you have seen and have been investigating.

Look now at the manner in which the business was conducted in those days, and what it became necessary for us to do. You have heard enough from the evidence to know that it was a rare exception when the miner sold his own coal. There had grown up a system of business by which factors, gentlemen of wealth, established themselves in the port of Philadelphia, at the terminus of the Reading Railroad, and took charge of the product as it reached tide-water. I do not wish to reflect unnecessarily upon these gentlemen, nor do I suppose that they deserve to be reflected on. They had a right to earn money in that way; it had been established by custom; but I say to you that there never grew up and flourished a more iniquitous system in the world, and every man who has been mining coal in Schuylkill County for thirty years will testify in my favor upon that point. They levied a charge of twenty-five or thirty cents a ton for the mere sale of the coal, entirely irrespective of the sum of money it brought. The lower the coal sold the better it was for them, because they sold upon a guarantee commission, and if they sold for two dollars they had only half the money at stake that they had when they sold for four. The Reading Railroad Company in those days weighed coal strictly to the very pound, and allowed five per cent. for waste, and it allowed ten cents a ton as bonus for every car that was dumped at Port Richmond before four o'clock of the day it came down. The practice that had grown up in Philadelphia was that the five per cent. for waste and the ten cents for the dumping of the car were taken by the factor as a consideration for his paying the shipping expenses. When the shipping expenses were twenty cents a ton the aggregate of these two items (the dumpage and the five per cent.) was about thirty cents; and so there was an additional profit of about ten cents, and I am within bounds when I say that the average profit of doing this business was about forty cents a ton, so that when coal sold for one dollar and seventy-five cents at the mines nearly twenty-five per cent. of the value of the product was paid to the middleman for passing it through his books. These gentlemen, the factors, sat at the water's edge like leeches sucking the life-blood of a healthy trade, and as one after another dropped off, gorged to repletion, others took his place, until the emaciated body handed over to us hardly seemed worth the effort of preserving. Everybody knew it; it was the talk of the community. I practiced law for ten years in the County of Schuylkill, and in all that time and up to it there were but three men who had ever retired from the business of mining coal with any money, and one of those died in an insane asylum, and another had softening of the brain. The shock was too great to their systems.

Why, gentlemen, there was no Orphans' Court business in that county. I never drew a will in my life but one, and the man for whom I drew that had no money. Every man's estate was settled by the Sheriff before he died. I lived through all these times in that county, and I am glad to say that it was the result of that experience which enabled me to make a vow that if it ever came into my power I would try to do something to make that county prosperous. A remark that escaped Dr. Rommel upon the stand is very suggestive. Our friends on the other side assume that every man who went into the coal trade failed because he was not a man of capital or not a man of business habits. Mr. Pettit, I think it was, in examining Dr. Rommel, who was one of these factors, said to him, "I suppose these men went in without capital, and then I suppose they went along, and they came to grief."

"Yes," said Dr. Rommel, "they came to Walnut street," and I suppose in his vocabulary, the words are synonymous.

These gentlemen, the factors, are the principal complainants in this case. They are represented on the stand before you by Mr. Vandusen, of whom I desire to speak very kindly, for although he had lost his business he spoke very kindly of us, and I do not know that he ever did anything of which I have any right to complain. He feels very naturally, not exactly indignation, but something which is akin to indignation, at having been driven out of the business; the other representatives are Dr. Rommel and Mr. Borda, and they were the only three examined. Dr. Rommel was the owner of a colliery, and Mr. Borda the owner of two collieries. Bless your souls, gentlemen! they never complained of the enormous power of the Coal and Iron Company when they were selling their collieries to us. They took our money as if it were their mother's milk, and you never saw men more anxious for it. Mr. Borda sold us his collieries at a large price, and Dr. Rommel sold us his colliery at a large price, and I have no doubt those gentlemen looked with eager eyes to the time when a great corporation, as we were, would become the miners of coal, and when instead of selling fifty thousand, sixty thousand, or one hundred thousand tons of coal by factors we would turn our business over to them and let them get forty cents a ton out of an annual product of millions of tons. But we were not to be caught in that way. Having once concluded to go into the business, we made up our minds that we would sell our own coal. You see, therefore, the reason for the opposition of these gentlemen. We shipped last year of the business formerly done by factors, one million three hundred thousand tons of coal. At forty cents a ton here was five hundred and twenty thousand dollars annual profit taken out of the pockets of eight or ten men. No wonder they look angry. No wonder they declare war; and Mr. Borda appears here in the position of Achilles and Thersites in the eventful Iliad which is to end with the destruction of the company. Think, gentlemen, of five hundred and twenty thousand dollars a year for doing nothing taken out of the pockets of eight or ten men! No wonder that they think very badly of us, because we deprived them of the profits in which they were accustomed to participate.

Another word about this subject of middlemen. Some years ago I was in the State of New-York, and, I think, one of the most interesting business operations I ever saw was the manufacture of cheese by the farmers in that State. There is no more perfect system in the world than that combination of farmers for cheese manufacture which exists in the State of New-York; and when we can bring the production of coal within rules as strict as theirs, and manage our business upon principles as broad and comprehensive as they do, we shall have attained the perfection of a commercial enterprise. Every farmer whose cow produces the milk that enters into the cheese gets just such proportion of the price which that cheese brings in Liverpool as is due to the proportion of milk that entered into its consumption, and there are no middlemen in it. Fifty or sixty or one hundred farmers unite and send to a cheese factory the milk from their cows. They fatten their hogs off the offal, and the man who makes the cheese gets a certain sum per pound for making it; and so hundreds of other cheese factories throughout the State of New-York do the same, and they have an agent paid by the association in Liverpool and one paid by it in other parts of Europe, and the cheese is sold on the account of the owner of the cow in the markets of the world, and there are no middlemen connected with it. Why should the producer be fleeced for the purpose of paying a profit, which, if due to the business, ought to be due to him whose capital is risked in its prosecution? Why, gentlemen, look at the grain trade. What would become of the prosperity of the United States of America if the great grain trade of this country, which goes into our international exchanges and adds to the value of our commerce, were levied upon as it went down to the water's edge by a band of factors and despoiled at the rate of twenty-five per cent. upon the original value to the farmer? Is it not just as important for the Commonwealth of Pennsylvania that any product of its soil should be directly sent to market and that the business should be prosperous as it is the grain trade should be so? The coal taken out of the bowels of the earth represents a sum of money, say of fifty cents per ton, which adds just that much to the wealth of the State. It enters to some extent into the national exchanges; to a great extent into our inter-State exchanges. Why should individuals who are neither producers nor consumers levy upon this trade on its way to market and deduct from its owner twenty-five per cent. of its value? If any system can be devised for the benefit of the owner of the colliery, whose capital is invested in the business, whose skill it requires to make it successful, whereby the coal sold in Boston is sold for his account, is it not to his advantage, and to the advantage of the men who work for him, that it should be adopted?

We formed what has been called the "pool." We had twenty or thirty of our own collieries. We had a business of from a million to a million and a half tons of our own to commence with. That was nearly ten times as large as any business that had ever been done before by a single factor at Richmond. It was therefore necessary for us to have our offices in New-York, and in Boston, and in Providence, and to complete all the preparations for an extensive mercantile business. We had to have agents; we had to pay them salaries; they had to be employed and paid to attend to our own business, and it cost us nothing more, except the risk of the failure of those to whom we sold the coal, to do a business of an additional million of tons per annum for others. The clerk who makes out a bill for five hundred tons of coal can just as well make it out for five thousand. It costs him no more labor. A purchaser who buys fifty thousand tons of coal can just as well buy it from us as buy it from eight or ten different men, as he had to do before. Therefore, taking the business of this pool, the business of other men in addition to our own added nothing to the cost of our business except the mercantile risk that resulted from our guaranteeing the payment for sales, which risk we assumed to be measured by about ten cents a ton. Hence we said first to eight or ten coal-operators, "You have been paying thirty or forty cents for selling your coal; your business has not been a presperous one. If you want to, and if you will pledge yourselves to prepare your coal properly, we will sell it for you at ten cents a ton." They accepted the offer at once, and then one of them said to me, "Now, Mr. Gowen, you have made us a very liberal offer; it is going to work a revolution in the coal trade, and I simply suggest for your consideration this: that as up to this time you have only spoken to us who are miners in Schuylkill County, and who have factors to sell our coal, you ought to give the benefit of this offer to every man who sells his own coal, for even those who have their wharves at Richmond can do better by accepting your offer than they can by keeping in business. In other words, the office facilities, clerks, and sale agents they have to keep up for one hundred thousand tons, cost them very much more than the ten cents a ton that you propose to do the business for; and, in addition to that, they have got to run the risk of their sales." "Very well," I said: "I think that is a good suggestion, and we will call a meeting of every man at Richmond interested in a colliery and will make him the offer;" and from this resulted that terrible meeting about which so much has been said, and at which I made the unfortunate remark that "I might become ugly," which my friends, I hope, now understand related entirely to my personal appearance! I have not heard anything about the unfortunate expression lately, and I suppose they will accept my explanation of its meaning. Having called the meeting, we said to some eighteen of the miners who sold their own coal, "We have made arrangement to sell coal, and if you gentlemen want to do so you can avail yourself of it." Well, there was a burst of indignation because no corporation is ever believed to be honest. I have been subjected for some years to the humiliation of occupying a position in which I am forced to infer that almost every man who comes to see me supposes I am a monster and an oppressor. I endeavor to control my temper as well as I can, and whenever I can find somebody to take my place I shall be happy to go back to practicing law and to get into some decent business again. Whenever a corporation made a proposition to any set of men, they invariably suppose you are going to cheat them, and that there is something terrible back of it. Four or five, however, of those of whom I speak, saw the merits of the proposition, and within a day or two accepted it. Some of the largest, I believe the two largest shippers of coal, accepted in a day or two, the Philadelphia Coal Company and Agard, Moodie & Co., but the rest did not, and they sent me the protest which has been offered in evidence, and which was very thankfully received and very politely answered. Out of this has sprung all this trouble; out of this have sprung all these anonymous newspaper articles, these complaints of this "grasping monopoly," simply because we said to those who produce the coal and who have been paying forty cents for selling it, that we would do the business for ten cents a ton; and every man of them who was called here (and our friends committed the inadvertence of calling three or four of them) justified us and said it was one of the best things that ever happened to them. In all this thing, my friend Mr. Borda has been the leading spirit. He it was who subscribed the largest sum in aid of this investigation, $500 I think was the amount, when our poor retailers only could put in $50 or $100 apiece. It was Mr. Borda, I think, who furnished a great deal of the law that led to this investigation until our friends now here were employed, and then I am very glad to see that some of the crude notions which we heard through newspapers as adopted under Mr. Borda's advice were abandoned. Wherever we saw a complaint against us we could trace it to Mr. Borda. An article appeared in the Boston *Post*, under the head of "A Citizen," in which as the representative of native-born Americanism, there was a protest against the demoralizing influence of British gold! Well, the native-born citizen was Mr. Borda from France. In another paper there appeared an "interview" with one of the "hard-fisted and horny-handed sons of toil," who had devoted the morning and the noon of his life to working in the coal mines and earning his daily bread, and the "hard-fisted and horny-handed son of toil" was the aristocratic Mr. Borda, who is "robed in purple and fine linen and who fares sumptuously every day." If an article appeared signed by "A Coal Operator," that is, a man owning a coal mine, who was being ruined by the operation of this great monopoly, and we came to investigate and asked the editor who this coal operator was, it invariably turned out to be Mr. Borda, who had sold his last colliery to the company, and who was jingling the money he received for it in his pocket just before he had taken the pen to write of himself as "a coal operator." So, occasionally, although we have enough retail dealers to fight against, I think a great deal of the complaint of the retailers came from Mr. Borda, whose business is that of a wholesale dealer and factor, which has been uninterrupted by the advent into business of this company, and who now, I suppose, is remaining at home engaged in shipping a large amount of coal, and making a large amount of money by the use of one of the wharves of the Reading Railroad Company, which we give to him for nothing.

Mr. Borda is a gentleman of very great ability, a gentleman of French birth, one of whose ancestors, I think, either in the direct or collateral line, was a very scientific man in the latter part of the last century, and an Admiral who had many a fierce battle with the English. I suppose, therefore, that in Mr. Borda's breast there is a lingering hereditary animosity against the Englishman; and as we are about to celebrate our centennial anniversary, and ask our English cousins to come over and forgive us for having fought with them a hundred years ago, I think Mr. Borda ought to wait until that ceremony of reconciliation is over before he lets the natural prejudices of his race excite him to attack the "British people;" but whenever my friend hears of an Englishman, (I think the usual designation is "a bloated English bondholder,") he exclaims like the giant in Jack-the-Giant-Killer:—

> "Fee, fi, fo, fum,
> I smell the blood of an Englishman,
> Dead or alive, I will have some,"

and he draws his sword and prepares him for the fray.

I sympathize with Mr. Borda; he comes of gallant ancestry, and he belongs to a gallant race, who have doubtless been frequently oppressed and injured by the English, and I could almost forgive him for any attack he might lead against the hereditary enemies of his country; but I do sympathize with him from the bottom of my heart in the disappointment that he will find awaiting him after he has captured the three Englishmen who own so large an interest in the Reading Railroad Company, and discovers when, alas, it may be too late, that two of them are Irishmen, and the third is a very broad Scotchman. I do hope that Mr. Borda will let them alone, because I know that, with the natural politeness of his race, when he discovers his mistake he will make an apology which will be almost as embarrassing as the original offense.

Mr. Borda has always shown a disposition to manage our business, for which we are extremely grateful to him; and, really, I do not know anybody who has the experience, the urbanity of manner, and the knowledge of the coal trade that Mr. Borda has, to enable him to take hold of it and relieve us of the task! Some years ago, when I was a young man, and I suppose these gentlemen thought they had a very good opportunity to teach me something, Mr. Borda and three others, (one of whom was Dr. Rommel and another Mr. Vandusen,) wrote me a letter, the gist of which was that they had looked on the vast business of the Reading Railroad Company, and they thought a very good plan for the company to manage its affairs would be to reduce its dividends to a fixed limit, and divide the residuary profits by giving half to the factors and half to the stockholders! It was a very ingenious suggestion. Their idea was that they would work so much harder then to get money; they were getting forty cents a ton out of it, but if besides they got half the profits over and above eight per cent., there would be nothing like the way in which they would work. The matter was considered by the managers of the company, and on the 6th of March, 1871, I wrote a short letter to those gentlemen which I will take the liberty to read, and which runs as follows:

"I owe you an apology for the delay in making a formal reply to your communication of Jan. 31, although shortly after its receipt I intimated to two of your number what the answer would be. Your letter was duly laid before the managers, by whom I was unanimously directed to reply to you that the company would decline to consider the subject presented by your communication. I trust you will not consider me impertinent or intrusive if I suggest that the usual manner by which people qualify themselves to receive a share of the profits of a corporation is to become owners of its stock; and I need not add that it would give great pleasure to all the present officers of this company if the gentlemen connected with the coal trade would, by the purchase of stock, give to themselves a right not only to share in the distribution of the profits, but to participate in the management of the company."

I can make no better answer to Mr. Borda now than this. If he and these other gentlemen will take a moiety or a tenth part of their wealth and invest it in the stock of the company, we shall admit them into a participation, not only in its profits, but in its management; and I shall be very glad, indeed, to hand over the burden which I have had on my shoulders for the last six years to a gentleman so well able to bear it as is Mr. Borda. Indeed, I am at a loss to conceive why he should complain of his present position, for I am sure, from what I have seen of him, that if he will devote one-tenth of the time, and one-tenth of the ingenuity, and one-tenth of the ability that he has devoted to our business, to the management of his own, he will be one of the most successful merchants that ever came to this country. He, as I said, is the leading spirit; he is the representative of his class. He, of course, has not appeared upon the scene except as a modest, unassuming witness, brought before you by the command of a subpœna; but he is "the power behind the throne;" he is the man who pulls the wires, and who has moved the puppets. He has led on this investigation and incited it, using the names of others, no matter what became of them; and no matter that our poor friends, Hancock and Spooner, will have to wear gloves for all the rest of their natural lives to hide the manner in which their fingers have been burned by pulling Mr. Borda's chestnuts out of the fire.

So much, gentlemen, for the factors. I dismiss them to the retirement in which they belong and which they can enjoy, for they carry with them an abundance of this world's wealth; and I now come down to our friends, the retail coal dealers. I have shown you, I think, how our business affected the factors, and I desire now to show you how it has affected the retail dealers. How has the retail coal business been conducted in Philadelphia? I beg my friends who are opposed to me, and who are sitting around me here, not to think that I am unnecessarily invidious in speaking of them; but I must speak of them, and I must compare them with others; and I say that the retail coal business was conducted in Philadelphia in a manner in which it was not conducted in any other city. Any man could go into the retail coal business in Philadelphia who could get an indorser to guarantee the payment of a week's tolls. He could put up a little yard and order his coal; the Reading Railroad Company gave him a week's credit, and after the end of the week five days more before he paid his bill. Almost all men who had no other means of earning money, because other means required capital, would go into the retail coal business. True, a great many good men are in this business—a great many very good and enterprising men, whose business has been ruined by the very class to which I refer. I know that when I was in Schuylkill County every man who broke down in mining coal started a feed store, and when I came down to Philadelphia I found that every man who broke up in any other business opened a retail coal-yard. The result was that this business was divided among so many that they could not live without a large profit. The large price at which they sold coal in Philadelphia induced corporations, whose main business was in New-York, to divert some of their tonnage to Philadelphia, and for many years the Lehigh Coal and Navigation Company has been retailing coal in Philadelphia, bringing it forty or fifty miles further than we do, and selling it at a price less than the retail coal-dealers; and we found that we were losing the business of the Reading Railroad Company on account of the high price at which coal was retailed in the City of Philadelphia. We therefore commenced the retail coal business ourselves, and we had two objects. The first object was to add to our facilities for holding coal. You can see yourselves the great bulk of the coal production—how much goes to market, and how important it is to have a place to put it. Richmond is filled up by a week's business. The yards we opened in Philadelphia hold 130,000 or 140,000 tons. It is quite a valuable thing to have such depots to which we can send the coal when there are no orders. The coal must leave the mines every day, and the more places we have to hold it during a depressed condition of affairs the longer the mines can keep in operation. Another reason was that we wanted cheap fuel in the City of Philadelphia. The City of Philadelphia is peculiarly a city of manufactories, and it is a city of cheap homes. When I tell you that coal is retailed, and has been retailed, in the City of New-York, and sometimes in the City of Boston, as low as in the City of Philadelphia, you will be astonished until I show you the reason for it.

Now let me take our business as retailers. Suppose we are selling 25,000 tons of coal a month (and we have sometimes sold more than that) at retail. When we sell 25,000 tons of coal a month, our rent account and the interest on the property invested in the coal-yards does not amount to more than twelve cents a ton. The salaries of all the people employed, clerks and telegraph operators, and every man who is paid by salary, do not amount to more than eight cents a ton. The pay of the men who are paid days' wages in the yards amounts to just about fourteen cents a ton; and then, if we allow for advertising, repairs, miscellaneous expenses, and losses, six cents a ton, we have this result: That with a business of 25,000 tons of coal a month, we can afford to sell coal at retail at only forty cents more than the wholesale price added to the freights. But now let me pick out one of the gentlemen who was driven out of business, as he says, by the advent of the Coal and Iron Company. I mean Mr. Boggs. He swore that we drove him out of business. Let us see what kind of a business he did. He told you that he sold sixteen hundred tons of coal a year. He paid $600 a year for rent. His rent account alone was thirty-seven and a half cents a ton on every ton he sold. What were his salaries, or, what represents them, his cost of living? He is a very gentlemanly-looking man, and he has a family. How much does it cost such a man to live? At the lowest, $1,600 a year. That is a dollar a ton on every ton against eight cents for us. He employed but one man. If he only paid that man $40 a month, his wages were forty cents on every ton sold. He put up $1,600 or $1,700 worth of permanent improvements. Allowing ten per cent. for depreciation and six per cent. for interest, you have twenty cents more in these items. The aggregate of all in the case of the man who was driven out of business is $1 87 a ton against forty cents on our part. Why, he ought to be driven out of business. Why should the people of Philadelphia pay $1 47 per ton more for coal than they can get it for from us, for the sake of keeping in business a man who sells only 1,600 tons a year? Coal is a common article; it is not high-priced; you do not want to rub it with sand-paper and put it up in gold-leaf. The cheaper the people can get it the better for them and the better for us.

But look at another fact, to see how much each retailer sells. In 1873 there were two hundred and seventy retail coal-dealers in Philadelphia; in 1874 there were two hundred and thirty-nine. A million tons a year is a fair estimate of the amount retailed, of which we sell two hundred thousand tons, leaving eight hundred thousand tons of coal to be sold by from two hundred and seventy to two hundred and thirty-nine men. The average is only about three thousand five hundred tons a year for each one of them to sell. Every fair retail dealer must get, I suppose, $3,500 a year for the expenses of himself and family, &c. Some of these gentlemen look as if they were very considerable men, well endowed with this world's goods. They must get at least one dollar a ton as profit over and above the necessary yard expenses. Suppose a miner of coal were to open a yard in Philadelphia and sell his coal at retail at the same price as at wholesale, would you investigate him? He would injure these retail dealers just as much as we do. Suppose any of the men who mine one hundred thousand tons of coal per annum, instead of trusting their coal all over the United States, should say "we will open a large yard in Philadelphia and sell our coal there; we will have an agent to look after it; we will sell at the wholesale price, adding freights, and get our money as the coal is sold." That would be a benefit to the City of Philadelphia, but it would injure the other retailers; and if, thereupon, the latter were to go to the Legislature, would that body appoint a committee to investigate the individual coal operator? But our friends, the retail dealers, go to the Legislature and ask you to investigate us, because we sell coal a dollar a ton cheaper than they do—and they tell us we ought to be punished for that! But they say that it is not what we have already done but what we intend to do, that they complain of. The only answer to that is, "wait until we strike the blow before you complain of us." We never will strike it, for this reason: We want to get that which, (to use the horrible word,) *is a monopoly*; we want to get a monopoly of the coal-carrying trade to the City of Philadelphia, and the only way we can do it is by selling the coal there so cheap that the Wyoming and Lehigh regions cannot get any business. That is the protection the community has. We are ninety-three miles off; the other regions are from one hundred and ten to one hundred and sixty miles; and yet, at the prices established by the retail coal dealers, the Lehigh and the Wyoming coal comes into Philadelphia from an increased distance and undersells our Schuylkill coal. But I am frequently asked this question: "Why do you interfere with these people? Why does your large company bother itself about the profits of these small retail dealers? Why do you not let them have their business?" The answer is simply, because we want to increase the carrying trade of our railway; and if they will sell coal as cheap as we can, we will not sell a ton. If the Retail Coal-dealers' Association will come to us and say that they will take our yards from us and bring the customers to them and sell coal at the same price that we do, we will give them the yards and supply them with coal, and we will not ask them to pay for it until they sell it, if they will give us security that they will not run away with the money. That is all we want.

If Mr. Ellis Branson will take the yard on Ninth street, and Mr. David Branson will take the yard on Fairmount avenue, and bring all their customers to us, we will give them the yards to-morrow if they will guarantee to sell our coal at the price we do. Let them do it, and they will make as much money in a year as they do now, because instead of selling seven thousand tons, they will sell seventy thousand tons, and at ten cents a ton profit on the large amount the result to them would be the same as one dollar per ton on the smaller, while the benefit to the citizens of Philadelphia would be incalculable.

I admit that these gentlemen have been injured by us, but it is in law, *damnum absque injuria.* It is a loss for which they have no remedy. My friend, Mr. Lane, says that a man's business is his own, and when you deprive him of his business you take away that which is his property. When this investigation was commenced I was told—but I believe our friends had not then retained counsel—that that was the legal and constitutional provision which we had violated; that, under the doctrine of vested rights a man who had built up a business was entitled to it and could not be interfered with. That is to say, the storekeeper who for twenty years had had a business from which he was making $10,000 a year by selling silk at a dollar and a half a yard and sugar at twenty cents a pound, could not be interfered with by anybody who should come beside him and offer to sell silk at a dollar and sugar at ten cents. I do not think that such is the law or the Constitution.

The stage-coach men were injured in the same manner; and a most estimable class of citizens they were in their day. Nothing would be more delightful even now, than to get on a stage-coach and go to Pittsburg at the rate of five or six miles an hour, changing horses every three or four hours, taking a week to get there, and enjoying the beauty of the scenery! See how this estimable and worthy class of citizens have been injured by the frightful monopoly of the Pennsylvania Railroad Company! Have they not something to complain of? In my young days, which were not very long ago, I used to travel upon the canal-boats on the Susquehanna, before the Northern Central Railroad was built, and I assure you that a more delightful way of traveling than that was never invented by the most luxurious monarch of the East; but it is all gone; the Northern Central Railroad has driven it away. The canal-boats are rotting upon the banks of the stream, and what the poor canal-boat captains have turned their attention to I do not know, but they certainly have joined that large army of martyrs which has had its ranks increased by the accession of Mr. Branson and Mr. Borda. They are injured, but they have no right to complain. The benefit is to the public, the benefit is to the producer, and though they are injured, it is an injury for which the law gives them no redress.

Now, how might they avail themselves of the changed condition of affairs? There are two ways. In the City of New-York, the Delaware and Hudson Canal Company, the Delaware, Lackawanna and Western Railroad Company, and especially the Pennsylvania Coal Company, have been retailing coal for years and years, and they retail coal in the City of New-York at a price just as much over the wholesale rate as is necessary to pay the very small yard expenses they incur. Have they driven out the individual retailers in the City of New-York? No; the greatest opponents they have are individual retailers. There is one firm of retailers in the City of New-York which sells 100,000 tons of coal a year. That is the way to compete with corporations. Let Messrs. Branson & Co. go away from the little contracted yard at Eighth and Willow streets; take a square of ground, and make arrangements with some miner in Schuylkill County to put in 80,000 or 100,000 tons, and sell as low as we do, and they will drive us out of the business. We do not want to be bothered about this retail coal business; we have enough to do; but we want to do something which will give increased tonnage to the Reading Railroad, and if I can bring about a state of circumstances which will make coal cheap in the City of Philadelphia, the producing region which is nearest will get the monopoly of the traffic. There are several retail dealers in Boston who sell from 50,000 to 100,000 tons of coal a year. That is what it must come to in Philadelphia. We shall never get a monopoly of the retail business in Philadelphia. People do not like to deal with a corporation if they can deal with an individual. There is a natural prejudice against corporations that you cannot obliterate. But the retail coal dealers of Philadelphia will divide themselves into three classes, the first two of which will be the wise ones and the other will be the foolish ones. Of the first two classes one that has the capital and the energy will open large yards, and sell as much as we do, and invite carters and everybody else to go to them, and give them the coal at thirty or forty cents a ton over the wholesale price. Another class will give up their yards, retain their carts, office, and their customers, come to our yards and get coal and supply their customers. It is the kind of business we want. If we can give the retailers in the yard coal at twenty-five cents a ton more than the wholesale price, they will get it loaded into their cart cheaper than they can if they have their own yard and have to pay a rent equal to fifty cents a ton. The third class will vanish from the scene. They will join the canal-boat captains and stage-coach drivers, and emigrate to that illusionary and illimitable land which, in the geographical nomenclature of the politician, is known as Salt River.

I have now gone through the preliminary stages of this case, and brought ourselves to the time at which this investigation was ordered. I do not believe that the Legislature of Pennsylvania would have ordered the investigation upon the complaint of the retail coal dealers, or even upon that of Mr. Borda, if it had not been that a conjunction of circumstances, which enabled these gentlemen to unite their forces with the anti-monopoly convention, representing the trades unions, then sitting at Harrisburg, led to a complaint before you that "roared so loud and thundered in the index" that you thought it would be your duty to order this investigation.

Now let us look at the resolution of investigation. The preamble is:

Whereas, The Philadelphia and Reading Railroad Company, who are the ostensible stockholders of the Philadelphia and Reading Coal and Iron Company, are mining and selling coal in direct violation of their chartered rights.

* * * * * * *

And Whereas, The complaint is of grave import, and warrants a careful investigation by this body, and to determine whether the said Philadelphia and Reading Railroad Company or the Philadelphia and Reading Coal and Iron Company have, in any manner exceeded the rights and privileges granted to them by their charter.

Therefore, the committee of investigation was ordered to ascertain whether the companies "have, in any manner exceeded the rights and privileges granted by their charter." You will bear me out in saying that when my friend Mr. Pettit opened the case, he made no allegation of unconstitutionality except this, that he referred to the provision in the new Constitution which prevents any succeeding corporation doing what we have done, and he simply referred to that to show that what we did was now against the policy of the law; and he then referred to the act of 1869 to show that it was especially against the policy of the law in Schuylkill County—but there was then no allegation of unconstitutionality whatever. Under the new Constitution, I grant you, we could not have obtained the rights which we now have; but the new Constitution contains a saving clause which declares that no rights already vested in a corporation shall be affected by the instrument, and under that we stand just where we did before the Constitution was adopted. Gentlemen, I was a member of the recent Constitutional Convention. I did to the utmost oppose and denounce the railroad article of that Constitution. I said that it was an iniquity. I said that the Pennsylvania Railroad Company and the Reading Railroad Company already had all the rights they ever would want, and that it was an iniquity to prevent other corporations that might come after from having the same rights, and I think I used this language: That the Reading Railroad Company and the Pennsylvania Railroad Company could afford to pay $10,000,000 for the adoption of a constitution which would protect their powers and prevent any opposition being gotten up against them. But I was laughed at; and because it was so apparent to me that by very many of my respected friends in that convention I was considered an emissary of railroads, I thought it was better for me to retire from the body altogether. But I think the succeeding history of this State will convince the people that there never was a more iniquitous provision than that which gave to us, and protected us in the possession of, powers that never can be taken away, and yet prohibited you from giving to any rival line any rights such as we possess.

I say this simply to vindicate the position I took in the Constitutional Convention, not as the representative of a corporation, for I acted against the interests of the corporation with which I am connected, but as a represenaative of the people, claiming the right for every man to have the same power that we have, and thus to obliterate the distinction between individuals and corporations.

During this whole investigation we heard no charge whatever of unconstitutionality; and now I think that if our friends had been successful in gathering the wool they went out for, and had not come home shorn, we should have heard very little talk about the unconstitutionality of our charter at the conclusion of this argument. But, like a wise General who orders up a reserve to cover his retreat, on the last day of the examination we had a witness who, out of these nine hundred pages of testimony, occupies only ten or twenty, and upon his testimony we are charged with unconstitutionality, and we hear very little more about short weights or car detentions.

But the only allegation of unconstitutionality that we hear to-day is, that the charter of the coal and iron company, so far as it contains within itself the power to the Reading Railroad Company to subscribe for its stock is unconstitutional, because it

violates that provision of the new Constitution which is exactly the same as the amendment of 1857, viz: "That no bill shall be passed containing more than one subject, which shall be plainly expressed in its title." I am not going to argue that question, because it has been abundantly decided. It has been decided that the words "an act to incorporate" a certain company are all that are necessary in a title to enable the act to confer any powers whatever upon such company; and one of the powers granted to the coal and iron company was the right to sell its stock to other corporations. My friend, Mr. Lane, drew a distinction at law between powers granted *to the* corporation, namely, the coal and iron company, and powers granted to any other corporation, namely, the railroad company. The words are these: That it shall be lawful "for any railroad or mining company existing under the laws of this State to subscribe for or purchase the stock or to purchase or guarantee the bonds of the company hereby incorporated." Mr. Lane says that is another subject, because it gives power to another company. He says all the powers given to the coal and iron company are right enough, namely, the power to purchase bonds, the power to purchase stock, the power to own lands, the power to purchase stock of other corporations, the power to own coal mines, the power to mine and sell coal. Those, he says, are all right, but the last clause given to *the corporation* named in the title; but in every one of these instances does not the power of the coal and iron company to do something necessarily imply that the person with whom they are to do it is to have the power to deal with them? The charter declares that the coal and iron company shall have the power to purchase the lands of any corporation. Would this power have been rendered void by adding the words "and any other corporation shall have the power to sell its lands to them?" These words are words of supererogation. If the act had simply said "the coal and iron company shall have the power to sell its stock to any other railroad company," it would have been all that was necessary, and that would have been a direct grant of power to the corporation. But it went further, and after having given power to the coal and iron company to sell its stock and bonds to another company, it went on to say that other company should have the power to purchase such stocks and bonds. We are told that this is void. If that argument is sound, it the premises of my friend are correct, what is the conclusion? That, if after every one of the grants of power to the Coal and Iron Company there were added the words "and any other person shall have the power to sell them its lands, and any laborer shall have the power to contract with them for his labor, and any other company shall have the power to sell them its iron mines, and any other company shall have the power to guarantee their bonds," and words to that effect rendered void the very grant of power to the company incorporated by the act which is now the subject of controversy.

I can only say that the law has been expressly decided otherwise. I did not expect this point to be made and did not prepare myself to meet it here, but I telegraphed to Philadelphia for one of the authorities, and I can refer you to a few in Pennsylvania, which are conclusive of the question.

One of the leading cases upon this subject was decided some years ago. I argued the case myself in the Supreme Court. A *quo warranto* had been issued to test the right of a Judge in Schuylkill County to hold office under an act of Assembly, which was entitled "An act to establish criminal courts in Dauphin, Lebanon, and Schuylkill Counties," in which act there were not only provisions about the courts, but a declaration that certain officers, the clerks of other courts, should cease and new officers should be elected. It was claimed that such grants were in violation of the constitution of 1857, which is in the same words as the clause of the new Constitution. The case was heard in the Supreme Court and (in 8 P. F. Smith's Reports, page 226) it was held by Judge Sharswood that the title to the act "to create criminal courts" was sufficient to comply with the provisions of the amendment to the Constitution.

In re Church Street (4 P. F. Smith, page 353) is a case still stronger, because an original act was passed entitled "An act to straighten and widen certain streets," in which nothing whatever was said about damages or about the manner in which damages should be assessed or about actions for damages, and some years afterward the Legislature passed a supplement, which was simply called a supplement to an act entitled so and so, going over the original title, and in that supplement there was a grant of power upon a subject not mentioned even in the body of the original act; and the courts held that the title was sufficient to put people on their guard, and anything incident to the subject of the title must be held to be covered by it, and it has been so held in nearly all the States which have similar constitutional provisions.

There is a strong case on this point in 3d P. F. Smith, page 390, *Blood vs. Mercelliot*. An act of Assembly was passed entitled "An act to increase the boundaries of Forest County." It there was anything in that constitutional provision that required an act to conform to its title it necessarily would be implied that no power but that of increasing the boundaries of the county could be granted under that title; but the act of Assembly contained a proviso that Commissioners might change the county seat, and take title to lands for the purpose of building new county buildings, and the Supreme Court held that the title was sufficient to cover all the powers given by the act.

There is a late case reported in the Philadelphia *Legal Intelligencer* of Jan. 16, 1875, *Lyons vs. State Line and Juniata Railroad Company*. There an original act of Assembly had been passed entitled an act to incorporate a company, and years afterward a supplement was passed, which was simply entitled a supplement to an act to incorporate the said company, and under that supplement powers were given the company entirely different from those contained in the original act. The position held by the court was exactly the position that has been taken by the courts of Kentucky, of almost every other State in which this constitutional provision exists, to wit: That wherever there is an act of Assembly entitled an act to create a certain corporation, such words in the title are sufficient to enable the Legislature to vest in the particular corporation any power whatever. The power vested in us by the act of incorporation now objected to is the power to sell our stocks and bonds to other companies. I assume, for the sake of argument, that the fact that words of surplusage are used to give to these other companies the powers which they necessarily would have had by implication does not vitiate the act, and therefore every allegation of unconstitutionality falls to the ground.

SENATOR RUTAN—If that strict construction was to be held, four-fifths of the legislation since the adoption of that amendment would be void.

MR. GOWEN—Certainly. In the case of *Lyons vs. State Line and Juniata Railroad Company*, the court refers to a calculation of the number of corporations in Pennsylvania chartered since the passage of the amendment of 1857 which would be destroyed by any stricter construction, and they put it at 1,400. The Judge who delivered the opinion so states, and it has been well said that if the stricter construction were adopted, the title to an act would be as long as the act itself, and would be simply a repetition of what was to be contained in the enacting clauses.

When we are called upon to construe a statute or a new constitution, we look into the old law, we look into the mischief, and we look into the remedy proposed. The old law was this: That under a title "to enable Robin Hood to build a barn" you could create a railroad company to own all the railways in the State of Pennsylvania. The object was to prevent people being deceived; to prevent what is called smuking a bill through the Legislature. Wherever you have a title which describes the corporation to be created nobody is deceived, because when persons hear that the corporation is to be created they can look and see what its powers are. But if every power and every grant given to a corporation has to be specifically named in the title of the act of incorporation, it necessarily follows that the title would have to be as long as the act itself.

SENATOR HERR—Is there not a case in 5th P. F. Smith about the camp-meeting ground which settles the point?

MR. GOWEN—Yes; I recall that case, and as I have a short brief containing the authorities upon this point, I will hand it to the committee for their use.

Now come down to the charges against us, which I propose to examine in detail. Leaving out the question of unconstitutionality on account of the title of the act, these charges against us are:

1. Of detention to cars.
2. Of short weights.
3. Of an unfair distribution of cars; and
4. Of a combination or conspiracy to control production, which renders us amenable to the law, and which shows us to have been guilty of an abuse of our corporate franchises.

First—As to the question of car detention. You, gentlemen, have had before you a very full insight into the business of the Reading Railroad Company. You know that the great object sought to be accomplished by that company is to do as large a business as possible; we carried last week 201,000 tons of coal; we carried the day before yesterday 33,000 tons of coal; we carried yesterday 37,000 tons of coal; we have 22,000 coal cars, and very nearly 1,000 are say there are nearly always five per cent. out of service at the different repair shops. They may only stop for a day, but those that stop for a day count one, and those that stop five days count longer. It may be said safely that there are five per cent. withdrawn for the purpose of repair. Then another five per cent. may be standing idle here and there. You cannot make the company work like an automatic machine. It is safe to say that there are ten per cent. out of service. That would leave us twenty thousand to carry two hundred thousand tons of coal per week. With twenty thousand cars, it is absolutely necessary that every car should average two trips a week, as each car will hold five tons, and one trip of the whole twenty thousand would make one hundred thousand tons. The object sought to be accomplished by the Reading Railroad Company is to make these cars average two trips every week, and, if possible, two and a quarter. If we can make them average two and a quarter, we can carry two hundred and twenty-five thousand tons of coal per week. Now, I suppose that for the sake of gratifying a little malice against the retail coal dealers, who are our own customers, we would let a car be detained on the road and block up our business to prevent the consignee getting five tons of coal, is so ridiculous that the very smallness of the complaint should entitle it to contempt. To detain a car would be to cause a loss to the company by it; means to lose the carriage of thirty-five tons of coal, which, at two dollars per ton, would be seventy dollars; to throw away seventy dollars out of our receipts for the purpose of making ten cents a ton on five tons that we may be able to retail, is to suppose that for the purpose of gaining fifty cents we would throw away seventy dollars! We do not stop our profits at the spigot and let them run out at the bunghole in that way. Let me tell you what will cause detention. An accident causes detention for the greatest length of time. If the accident to a car is such as to require it to be unloaded, then the detention is but for a few days, because the coal is taken out and put into another car and sent down the line, but it necessarily involves the detention of a day or two, because the accident may happen at a place where there is no empty car. You cannot stop a through train of cars and take an empty one out of it, because the through trains are manifested to the end of the line. You must take the broken car to some place where an empty car is standing. But if the accident to the car is not such as to involve a complete repair, the coal is left in till the car is repaired. The body of the car may be safe, but a wheel may be broken, an axle may be injured, or a box may be hot. All that can be repaired with the coal in the car; and it is left in until the car is repaired, which may take two or three weeks. You have seen the repair-shop of the company with fifteen or twenty sidings leading into it. If when the car comes to a siding, that siding is empty the car gets into the shop at once; but if it comes there when there are fifty cars upon the siding, it must wait until the other fifty are repaired. It may take a month to do this. The consignee does not get his coal the next day, but he can telegraph for another car-load. We cannot select for repair the broken cars that are in the shop containing coal. It is cheaper for the consignee to duplicate his order by telegraph when his coal does not arrive, and get another car-load to take the place of the one which is delayed.

A great many causes of detention occur from lost consignments; a manifest may be lost; one car may be sent to a particular dealer, and it may be the only one; there is a special ticket for it; the conductor of the train has all these tickets, and he may lose one of them.

We have an agent who is called the missing coal agent, and you would be astonished at the amount of the business that passes through his hands. A car comes down and the conductor loses the ticket and the name of the consignee. What shall be done with the coal? It is sold instantly to somebody at any price; the car must be gotten off the road. It may take a week or two weeks to find out who sent the coal, and to whom it was consigned. The moment it is found the consignee is paid for the coal, not at the price for which it sold, but at its real market value. We must sell it to get rid of it. We cannot let it remain on the road. One car would block up the whole road, and I believe the problem of passing two trains on a single track has never yet been satisfactorily solved; and when one car is in the way on the track it blocks the whole trade.

Let me call your attention to the small number of these complaints. In the two years of 1873 and 1874 we carried 2,759,073 cars, and the total number of cars complained of, giving to the complainants the benefit of every one, is only 790 cars, that is 3-100ths part of one per cent., and when you take out 10 cars that were detained less than 140 hours, less than five days, you have only 650 cars detained over five days, or about the 25-1000ths part of one per cent. of the entire traffic. Was there ever a corporation that showed such a clear record? With every retailer up in arms against us, every one injured in his business by our action, with the factors joining forces, and the Labor Reformer connected with them, with the process of the Commonwealth in their hands to enter every man's office and every man's house and subject the owner to an inquisitorial examination of their business—many of them glad and eager to testify if they could—out of the 2,759,073 cars sent out and bought by the public, less than the 25-1000ths part of one per cent. of the business done that was not delivered within five days. My friend, Mr. Lane, read off from the statements we had furnished him the number of cars of coal detained from individuals for from five to thirty-three days, which, roughly, altogether amounts to 550 at the utmost, but he omitted to mention to the Legislature, or something of that kind, only gave seventeen hundred and thirteen pounds to a ton. He sold at eight dollars a ton, so that a man purchasing from him paid one dollar and eighty-eight cents for coal that he did not get, or equivalent to *ten dollars* a ton for the coal he actually received. He complains that it was detained one day. I should think it would be a grievous thing to Mr. Spooner, because the average of his overcharge for short weight is $1 34 per ton; and as Mr. Spooner sells six thousand tons a year, he derives a clear income, over and above the ordinary profit on coal, of $8,000 a year for coal that he does not deliver. Why, he does not get the thing that he alleges to be detained out of what he doesn't give than out of what he sells! The more we detain Mr. Spooner's cars, the better he is off! Bless his innocent heart! If we send him ten cars containing fifty tons and keep two of them back for a few days the other eight cars will weigh sixty tons! Who has a better opportunity than he has to make himself whole? Who can make a ton of coal go further than the immaculate Mr. Spooner?

Next on the roll of honor I come to my friend Mr. Hancock. I am sorry he is not here, because I understand that Mr. Hancock says he intends to knock me down if I abuse him, and therefore if he was here I would be obliged to be very careful. Perhaps it is well for me that he resides in New-Jersey, because they have a very wholesome method of administering criminal law in New-Jersey, and the fighting members of the Retail Coal Dealers' Association must show their prowess upon other soil. I see that our pleasant friends, the Messrs. Branson, alone appear in New-Jersey, and they will not be led into any unnecessary conflict by the complaints of Mr. Hancock. Mr. Hancock, you will observe, is more liberal than Mr. Spooner. He has, perhaps, not learned the intricacies of trade. He gives from eighteen cwt. to nineteen cwt. for a ton; but then he is a candidate for the Senate, and he has to be liberal to his constituents! Mr. Spooner is already in office; he is a Deputy Sheriff; but Mr. Hancock is a candidate. The difference between Mr. Hancock and Mr. Spooner on short weight is equal in money value to nearly $1 per ton. Spooner being already in office gets a dollar more for what he does not deliver than Hancock does. What Mr. Hancock will do after he has secured his position as Senator the Lord only knows!

Senator WALKER—My application is that he is preparing himself to fill the position.

MR. GOWEN—Well, Mr. Hancock testified on the stand that he had been endeavoring for three years to live down the reputation that he made in the House of Representatives, and he is now qualifying himself for admittance into the graver body by giving eighteen cwt. for a ton to those from whom he expects votes! How far you, gentlemen of the Senate, will consider that this entitles him either to admission to or expulsion from the body I leave you to determine. At all events, I have to say that when the questions of the distribution of cars comes to deliberative assembly comes up, the evidence which I have on the subject of his capacity will be laid before you whenever you desire its production.

The average profit of Mr. Fleck is eighty-one cents a ton for the coal he did not deliver.

Let us go over these three or four cases. Mr. Spooner derives an income of $8,000 a year from coal that he does not deliver. He sells six thousand tons a year. He makes $1 50 a ton on that. That is $9,000. He makes $9,000 on his business legitimately, by getting good rates for coal, and then he makes $8,000 on the business that he does not do; therefore, the less he does the better he is off. But an income of $17,000 clear profit is paid to him by the citizens of Philadelphia for selling six thousand tons of coal per annum, each ton of which weighs in his own scale seventeen hundred and thirteen pounds.

The liberality of Mr. Hancock has enlarged his business, and he sells fifteen thousand tons a year, and hence he derives an income of $6,000 a year for coal which he does not deliver. Mr. Fleck sells four thousand tons and receives $3,200 a year for nothing. Messrs. Wagner & Singley sell seven thousand five hundred tons a year, and consequently, at eighty-two cents a ton, receive an income of $6,000 a year for nothing.

These are the gentlemen who are complaining against us, and these are the four who, as my friend, Mr. Lane, said, testify with the greatest vigor. I have heard it said that it was a remarkable thing that the Almighty had always in this continent located His great centers beside the great towns. The usual impression, however, is that the towns were put near the rivers. But when my friend assumes that our witnesses made Mr. Hancock's coal run short because he had testified with great vigor, I have to answer that by saying that he testified with great vigor because his coal ran short. I have been a District Attorney, and have had considerable experience in the matter, and I think the result of that experience has convinced me that a man who will steal will not hesitate to lie, and I think the testimony of a man who gives one thousand seven hundred and thirteen pounds for a ton is not quite so *weighty* as it would have been if he had given two thousand two hundred and forty. I cannot help thinking the appearance with which these gentlemen took the book, or, rather, with which Mr. Spooner took the book, because Mr. Hancock assumed the position of a Quaker, conscientiously opposed to taking an oath of any kind. Consequently he was affirmed, and though being conscientious on the subject of oaths, his first answer to one of my questions was "That's a damned lie!" Spooner and Hancock, *par nobile fratrum!* are the representatives of the retail coal-dealers. I leave them to occupy the position in which they have placed themselves. I believe that "Honest Joe" would be just as bad as Spooner if he was not a candidate for Senator, but I am bound to give him the benefit of the doubt, and, therefore, I must say that Mr. Hancock derives less income from what he doesn't do than Mr. Spooner does. I should like to make an investigation of his weights, however, after he has succeeded in being elected to the office to which he aspires.

I was very much amused at the effort made by my friend Mr. Pettit and his client Mr. Hancock to get away from the effect of this testimony. Mr. Hancock and Mr. Pettit say: "Well, this coal is bituminous coal; it is Lykens Valley coal." Fortunately, we have got the oil for the coal, and it is uniform coal. Mr. Pettit thought he could get rid of the offense of giving short weight by proving that he sells bituminous coal as Lehigh, I do not think he retires with much honor from the contest.

Then my friend Mr. Pettit suggested that slate was lighter than coal. It happens to be heavier; but I do not see how that makes any difference. I cannot for the life of me see how a ton of feathers will weigh any less than a ton of lead, and I have been trying to get it through my head ever since I started. I do not see what the bulk of a thing has to do with its weight. Two thousand two hundred and forty pounds make a ton. I admit that the ton of feathers will fill a larger space than a ton of lead; but if Hancock cannot get a ton in his cart why doesn't he get bigger carts, or why doesn't he sell three-quarters of a ton? Is that any justification for the manner in which he does business? Ah! I fear very much he is not a Joseph.

But my friend Mr. Lane referred yesterday to a letter of mine to fill in answer to a complaint of short weights, he said that it was unfair to weigh coal in any other manner than by taking the car and running it over a scale. Mr. Bell meant that it was unfair to weigh coal in his absence by several drafts upon an ordinary platform scale without his being there to see to the care; but how can it be unfair to get a weigher of Philadelphia, on a beam scale that will register almost an ounce, or a quarter pound at least, and who lays a canvas on the ground and dumps the coal in it, and then picks up the coal and dirt and weighs everything—how such a test can be unfair I cannot see. After all this was over, however, my friend Mr. Pettit said: "Well, this matter of short weights was only an incident in this case." Three hundred and thirty pages of this great book taken up with the subject of short weights, and then when my friend's ox is gored, he says "it is only an incident." There is a profane tradition that has existed for many years that a certain man, during the deluge, on being refused by Noah entrance into the ark, said that he didn't believe it was going to be much of a rain after all. So my friends who started out with this investigation, and had the eyes of the Commonwealth upon them, sustained by such magnificent supporters as Joe Hancock and Bill Spooner, who swore the case right through as they went along—valuable clients who say to their counsel, "you look out for the law, and we will furnish the facts." With all these advantages, "this is only an incident." I think it is something very much like the incident that occurred to the fox who couldn't get the grapes.

Out of 239 retail coal-dealers, fourteen firms testify against us. All are opposed to us; that is to say, they all dislike the innovation we have established in Philadelphia. A great many of them are honest and upright men and would scorn to do a wrong even if they had suffered an injury, but out of all of them, with all the disposition to get us out of the business, only fourteen firms testify. Of course, I count Mr. Hancock, Mr. Ashbridge, and Mr. Fisher, all members of one concern, as one firm. There were sixteen or seventeen witnesses. I will venture to say there was not a retail coal-dealer in the City of Philadelphia whose place of business or whose house was not visited for the purpose of ascertaining whether he knew aught against us. I had letters from some of them, during this investigation, saying that they had been subpœnaed; that they had something against the company. I replied: "Go tell all you know; we shall not think evil of you if you know or tell anything against us." But when it is considered that with all this to induce them and excite them to action, they could get but fourteen out of two hundred and thirty-nine, I think you will admit, gentlemen, that the subject is not of sufficient gravity to occupy your attention any further, and I therefore dismiss it from my mind, as I believe it will be dismissed from this case, and I only ask to bestow upon my friend Mr Hancock and my friend Mr. Spooner the parting admonition, which I will ask leave to enscribe in letters of silver, that "he who walketh uprightly walketh surely, but he that perverteth his ways shall be known."

I come next to the charge of unequal distribution of cars. There was hardly anything said about it in the argument, and it is probably not worth my while to refer to it. I only know that after getting through with the retailers in Philadelphia, and then having a test of what the coal miners and operatives would say by calling them inadvertently and having them turn out to be the best witnesses we could have produced on the stand to get every one of the Philadelphia, and, as I am told, it was determined in conclave by the retail dealers that Philadelphia was not the place to make the investigation. We must "beard the lion in his den." We must go right up to Pottsville. The newspapers in Philadelphia are not worth anything; they are all ridiculing us; they are all down upon the coal combination; we have no right to Pottsville. And as for Mr. Gowen, he will not venture ten miles out of Philadelphia; if he does he will be shot by the miners. We will take the committee where everybody is opposed to the company. Well, gentlemen, it was just where I wanted you to go. Our adversaries had two weeks, and then there were *their own weights*, sent out and bought by them, or two, or three, or four tons from each one of those who made this grievous charge of short weights, the aggregate of which was the one five-thousandth part of one per cent. of our business. We sent and bought coal from all those who testified. The ingenious Mr. Spooner, who testified that he had gotten up the Legislature, or something of that kind, only gave seventeen hundred and thirteen pounds to a ton. He sold at eight dollars a ton, so that a man purchasing from him paid one dollar and eighty-eight cents for coal that he did not get, or equivalent to *ten dollars* a ton for the coal he actually received. He complains that it was detained one day. I should think it would be a grievous thing to Mr. Spooner, because the average of his overcharge for short weight is $1 34 per ton; and as Mr. Spooner sells six thousand tons a year, he derives a clear income, over and above the ordinary profit on coal, of $8,000 a year for coal that he does not deliver. Why, he does not get the thing that he alleges to be detained out of what he doesn't give than out of what he sells! The more we detain Mr. Spooner's cars, the better he is off! Bless his innocent heart! If we send him ten cars containing fifty tons and keep two of them back for a few days the other eight cars will weigh sixty tons! Who has a better opportunity than he has to make himself whole? Who can make a ton of coal go further than the immaculate Mr. Spooner?

Next on the roll of honor I come to my friend Mr. Hancock. I am sorry he is not here, because I understand that Mr. Hancock says he intends to knock me down if I abuse him, and therefore if he was here I would be obliged to be very careful. Perhaps it is well for me that he resides in New-Jersey, because they have a very wholesome method of administering criminal law in New-Jersey, and the fighting members of the Retail Coal Dealers' Association must show their prowess upon other soil. I see that our pleasant friends, the Messrs. Branson, alone appear in New-Jersey, and they will not be led into any unnecessary conflict by the complaints of Mr. Hancock. Mr. Hancock, you will observe, is more liberal than Mr. Spooner. He has, perhaps, not learned the intricacies of trade. He gives from eighteen cwt. to nineteen cwt. for a ton; but then he is a candidate for the Senate, and he has to be liberal to his constituents! Mr. Spooner is already in office; he is a Deputy Sheriff; but Mr. Hancock is a candidate. The difference between Mr. Hancock and Mr. Spooner on short weight is equal in money value to nearly $1 per ton. Spooner being already in office gets a dollar more for what he does not deliver than Hancock does. What Mr. Hancock will do after he has secured his position as Senator the Lord only knows!

Senator WALKER—My application is that he is preparing himself to fill the position.

MR. GOWEN—Well, Mr. Hancock testified on the stand that he had been endeavoring for three years to live down the reputation that he made in the House of Representatives, and he is now qualifying himself for admittance into the graver body by giving eighteen cwt. for a ton to those from whom he expects votes! How far you, gentlemen of the Senate, will consider that this entitles him either to admission to or expulsion from the body I leave you to determine. At all events, I have to say that when the questions of the distribution of cars comes to a deliberative assembly comes up, the evidence which I have on the subject of his capacity will be laid before you whenever you desire its production.

The average profit of Mr. Fleck is eighty-one cents a ton for the coal he did not deliver.

Let us go over these three or four cases. Mr. Spooner derives an income of $8,000 a year from coal that he does not deliver. He sells six thousand tons a year. He makes $1 50 a ton on that. That is $9,000. He makes $9,000 on his business legitimately, by getting good rates for coal, and then he makes $8,000 on the business that he does not do; therefore, the less he does the better he is off. But an income of $17,000 clear profit is paid to him by the citizens of Philadelphia for selling six thousand tons of coal per annum, each ton of which weighs in his own scale seventeen hundred and thirteen pounds.

The liberality of Mr. Hancock has enlarged his business, and he sells fifteen thousand tons a year, and hence he derives an income of $6,000 a year for coal which he does not deliver. Mr. Fleck sells four thousand tons and receives $3,200 a year for nothing. Messrs. Wagner & Singley sell seven thousand five hundred tons a year, and consequently, at eighty-two cents a ton, receive an income of $6,000 a year for nothing.

These are the gentlemen who are complaining against us, and these are the four who, as my friend, Mr. Lane, said, testify with the greatest vigor. I have heard it said that it was a remarkable thing that the Almighty had always in this continent located His great centers beside the great towns. The usual impression, however, is that the towns were put near the rivers. But when my friend assumes that our witnesses made Mr. Hancock's coal run short because he had testified with great vigor, I have to answer that by saying that he testified with great vigor because his coal ran short. I have been a District Attorney, and have had considerable experience in the matter, and I think the result of that experience has convinced me that a man who will steal will not hesitate to lie, and I think the testimony of a man who gives one thousand seven hundred and thirteen pounds for a ton is not quite so *weighty* as it would have been if he had given two thousand two hundred and forty. I cannot help thinking the appearance with which these gentlemen took the book, or, rather, with which Mr. Spooner took the book, because Mr. Hancock assumed the position of a Quaker, conscientiously opposed to taking an oath of any kind. Consequently he was affirmed, and though being conscientious on the subject of oaths, his first answer to one of my questions was "That's a damned lie!" Spooner and Hancock, *par nobile fratrum!* are the representatives of the retail coal-dealers. I leave them to occupy the position in which they have placed themselves. I believe that "Honest Joe" would be just as bad as Spooner if he was not a candidate for Senator, but I am bound to give him the benefit of the doubt, and, therefore, I must say that Mr. Hancock derives less income from what he doesn't do than Mr. Spooner does. I should like to make an investigation of his weights, however, after he has succeeded in being elected to the office to which he aspires.

I was very much amused at the effort made by my friend Mr. Pettit and his client Mr. Hancock to get away from the effect of this testimony. Mr. Hancock and Mr. Pettit say: "Well, this coal is bituminous coal; it is Lykens Valley coal." Fortunately, we have got the oil for the coal, and it is uniform coal. Mr. Pettit thought he could get rid of the offense of giving short weight by proving that he sells bituminous coal as Lehigh, I do not think he retires with much honor from the contest.

Then my friend Mr. Pettit suggested that slate was lighter than coal. It happens to be heavier; but I do not see how that makes any difference. I cannot for the life of me see how a ton of feathers will weigh any less than a ton of lead, and I have been trying to get it through my head ever since I started. I do not see what the bulk of a thing has to do with its weight. Two thousand two hundred and forty pounds make a ton. I admit that the ton of feathers will fill a larger space than a ton of lead; but if Hancock cannot get a ton in his cart why doesn't he get bigger carts, or why doesn't he sell three-quarters of a ton? Is that any justification for the manner in which he does business? Ah! I fear very much he is not a Joseph.

But my friend Mr. Lane referred yesterday to a letter of mine to fill in answer to a complaint of short weights, he said that it was unfair to weigh coal in any other manner than by taking the car and running it over a scale. Mr. Bell meant that it was unfair to weigh coal in his absence by several drafts upon an ordinary platform scale without his being there to see to the care; but how can it be unfair to get a weigher of Philadelphia, on a beam scale that will register almost an ounce, or a quarter pound at least, and who lays a canvas on the ground and dumps the coal in it, and then picks up the coal and dirt and weighs everything—how such a test can be unfair I cannot see. After all this was over, however, my friend Mr. Pettit said: "Well, this matter of short weights was only an incident in this case." Three hundred and thirty pages of this great book taken up with the subject of short weights, and then when my friend's ox is gored, he says "it is only an incident." There is a profane tradition that has existed for many years that a certain man, during the deluge,

I now come to what may be called the humorous part of this complaint. I do not know that I ought to say anything about it at this time; I feel inclined enough on the subject before, but I feel inclined to go a little further. These gentlemen measured us by their own standard; they weighed us upon their own scales. They constructed the Lehigh Coal and Iron Company, and the Labor Reformer connected with them, with the process of the Commonwealth in their hands to enter every man's office and every man's house and subject the owner to an inquisitorial examination of their business—many of them glad and eager to testify if they could—out of the 2,759,073 cars sent out and bought by the public, less than the 25-1000ths part of one per cent. of the business done that was not delivered within five days. My friend, Mr. Lane, read off from the statements we had furnished him the number of cars of coal detained from individuals for from five to thirty-three days, which, roughly, altogether amounts to 550 at the utmost, but he omitted to mention to the Legislature, or something of that kind, only gave seventeen hundred and thirteen pounds to a ton. He sold at eight dollars a ton, so that a man purchasing from him paid one dollar and eighty-eight cents for coal that he did not get, or equivalent to *ten dollars* a ton for the coal he actually received. He complains that it was detained one day. I should think it would be a grievous thing to Mr. Spooner, because the average of his overcharge for short weight is $1 34 per ton; and as Mr. Spooner sells six thousand tons a year, he derives a clear income, over and above the ordinary profit on coal, of $8,000 a year for coal that he does not deliver. Why, he does not get the thing that he alleges to be detained out of what he doesn't give than out of what he sells! The more we detain Mr. Spooner's cars, the better he is off! Bless his innocent heart! If we send him ten cars containing fifty tons and keep two of them back for a few days the other eight cars will weigh sixty tons! Who has a better opportunity than he has to make himself whole? Who can make a ton of coal go further than the immaculate Mr. Spooner?

Next on the roll of honor I come to my friend Mr. Hancock. I am sorry he is not here, because I understand that Mr. Hancock says he intends to knock me down if I abuse him, and therefore if he was here I would be obliged to be very careful. Perhaps it is well for me that he resides in New-Jersey, because they have a very wholesome method of administering criminal law in New-Jersey, and the fighting members of the Retail Coal Dealers' Association must show their prowess upon other soil. I see that our pleasant friends, the Messrs. Branson, alone appear in New-Jersey, and they will not be led into any unnecessary conflict by the complaints of Mr. Hancock. Mr. Hancock, you will observe, is more liberal than Mr. Spooner. He has, perhaps, not learned the intricacies of trade. He gives from eighteen cwt. to nineteen cwt. for a ton; but then he is a candidate for the Senate, and he has to be liberal to his constituents! Mr. Spooner is already in office; he is a Deputy Sheriff; but Mr. Hancock is a candidate. The difference between Mr. Hancock and Mr. Spooner on short weight is equal in money value to nearly $1 per ton. Spooner being already in office gets a dollar more for what he does not deliver than Hancock does. What Mr. Hancock will do after he has secured his position as Senator the Lord only knows!

Senator WALKER—My application is that he is preparing himself to fill the position.

MR. GOWEN—Well, Mr. Hancock testified on the stand that he had been endeavoring for three years to live down the reputation that he made in the House of Representatives, and he is now qualifying himself for admittance into the graver body by giving eighteen cwt. for a ton to those from whom he expects votes! How far you, gentlemen of the Senate, will consider that this entitles him either to admission to or expulsion from the body I leave you to determine. At all events, I have to say that when the questions of the distribution of cars comes to a deliberative assembly comes up, the evidence which I have on the subject of his capacity will be laid before you whenever you desire its production.

The average profit of Mr. Fleck is eighty-one cents a ton for the coal he did not deliver.

Let us go over these three or four cases. Mr. Spooner derives an income of $8,000 a year from coal that he does not deliver. He sells six thousand tons a year. He makes $1 50 a ton on that. That is $9,000. He makes $9,000 on his business legitimately, by getting good rates for coal, and then he makes $8,000 on the business that he does not do; therefore, the less he does the better he is off. But an income of $17,000 clear profit is paid to him by the citizens of Philadelphia for selling six thousand tons of coal per annum, each ton of which weighs in his own scale seventeen hundred and thirteen pounds.

The liberality of Mr. Hancock has enlarged his business, and he sells fifteen thousand tons a year, and hence he derives an income of $6,000 a year for coal which he does not deliver. Mr. Fleck sells four thousand tons and receives $3,200 a year for nothing. Messrs. Wagner & Singley sell seven thousand five hundred tons a year, and consequently, at eighty-two cents a ton, receive an income of $6,000 a year for nothing.

These are the gentlemen who are complaining against us, and these are the four who, as my friend, Mr. Lane, said, testify with the greatest vigor. I have heard it said that it was a remarkable thing that the Almighty had always in this continent located His great centers beside the great towns. The usual impression, however, is that the towns were put near the rivers. But when my friend assumes that our witnesses made Mr. Hancock's coal run short because he had testified with great vigor, I have to answer that by saying that he testified with great vigor because his coal ran short. I have been a District Attorney, and have had considerable experience in the matter, and I think the result of that experience has convinced me that a man who will steal will not hesitate to lie, and I think the testimony of a man who gives one thousand seven hundred and thirteen pounds for a ton is not quite so *weighty* as it would have been if he had given two thousand two hundred and forty. I cannot help thinking the appearance with which these gentlemen took the book, or, rather, with which Mr. Spooner took the book, because Mr. Hancock assumed the position of a Quaker, conscientiously opposed to taking an oath of any kind. Consequently he was affirmed, and though being conscientious on the subject of oaths, his first answer to one of my questions was "That's a damned lie!" Spooner and Hancock, *par nobile fratrum!* are the representatives of the retail coal-dealers. I leave them to occupy the position in which they have placed themselves. I believe that "Honest Joe" would be just as bad as Spooner if he was not a candidate for Senator, but I am bound to give him the benefit of the doubt, and, therefore, I must say that Mr. Hancock derives less income from what he doesn't do than Mr. Spooner does. I should like to make an investigation of his weights, however, after he has succeeded in being elected to the office to which he aspires.

I was very much amused at the effort made by my friend Mr. Pettit and his client Mr. Hancock to get away from the effect of this testimony. Mr. Hancock and Mr. Pettit say: "Well, this coal is bituminous coal; it is Lykens Valley coal." Fortunately, we have got the oil for the coal, and it is uniform coal. Mr. Pettit thought he could get rid of the offense of giving short weight by proving that he sells bituminous coal as Lehigh, I do not think he retires with much honor from the contest.

Then my friend Mr. Pettit suggested that slate was lighter than coal. It happens to be heavier; but I do not see how that makes any difference. I cannot for the life of me see how a ton of feathers will weigh any less than a ton of lead, and I have been trying to get it through my head ever since I started. I do not see what the bulk of a thing has to do with its weight. Two thousand two hundred and forty pounds make a ton. I admit that the ton of feathers will fill a larger space than a ton of lead; but if Hancock cannot get a ton in his cart why doesn't he get bigger carts, or why doesn't he sell three-quarters of a ton? Is that any justification for the manner in which he does business? Ah! I fear very much he is not a Joseph.

But my friend Mr. Lane referred yesterday to a letter of mine to fill in answer to a complaint of short weights, he said that it was unfair to weigh coal in any other manner than by taking the car and running it over a scale. Mr. Bell meant that it was unfair to weigh coal in his absence by several drafts upon an ordinary platform scale without his being there to see to the care; but how can it be unfair to get a weigher of Philadelphia, on a beam scale that will register almost an ounce, or a quarter pound at least, and who lays a canvas on the ground and dumps the coal in it, and then picks up the coal and dirt and weighs everything—how such a test can be unfair I cannot see. After all this was over, however, my friend Mr. Pettit said: "Well, this matter of short weights was only an incident in this case." Three hundred and thirty pages of this great book taken up with the subject of short weights, and then when my friend's ox is gored, he says "it is only an incident." There is a profane tradition that has existed for many years that a certain man, during the deluge,

I now come to the charge of unequal distribution of cars. There was hardly anything said about it in the argument, and it is probably not worth my while to refer to it. I only know that after getting through with the retailers in Philadelphia, and then having a test of what the coal miners and operatives would say by calling them inadvertently and having them turn out to be the best witnesses we could have produced on the stand to get every one of the Philadelphia, and, as I am told, it was determined in conclave by the retail dealers that Philadelphia was not the place to make the investigation. We must "beard the lion in his den." We must go right up to Pottsville. The newspapers in Philadelphia are not worth anything; they are all ridiculing us; they are all down upon the coal combination; we have no right to Pottsville. And as for Mr. Gowen, he will not venture ten miles out of Philadelphia; if he does he will be shot by the miners. We will take the committee where everybody is opposed to the company. Well, gentlemen, it was just where I wanted you to go. Our adversaries had two weeks, and then there were *their own weights*, sent out and bought by them, or two, or three, or four tons from each one of those who made this grievous charge of short weights, the aggregate of which was the one five-thousandth part of one per cent. of our business. We sent and bought coal from all those who testified. The ingenious Mr. Spooner, who testified that he had gotten up the Legislature, or something of that kind, only gave seventeen hundred and thirteen pounds to a ton. He sold at eight dollars a ton, so that a man purchasing from him paid one dollar and eighty-eight cents for coal that he did not get, or equivalent to *ten dollars* a ton for the coal he actually received. He complains that it was detained one day. I should think it would be a grievous thing to Mr. Spooner, because the average of his overcharge for short weight is $1 34 per ton; and as Mr. Spooner sells six thousand tons a year, he derives a clear income, over and above the ordinary profit on coal, of $8,000 a year for coal that he does not deliver. Why, he does not get the thing that he alleges to be detained out of what he doesn't give than out of what he sells! The more we detain Mr. Spooner's cars, the better he is off! Bless his innocent heart! If we send him ten cars containing fifty tons and keep two of them back for a few days the other eight cars will weigh sixty tons! Who has a better opportunity than he has to make himself whole? Who can make a ton of coal go further than the immaculate Mr. Spooner?

Next on the roll of honor I come to my friend Mr. Hancock. I am sorry he is not here, because I understand that Mr. Hancock says he intends to knock me down if I abuse him, and therefore if he was here I would be obliged to be very careful. Perhaps it is well for me that he resides in New-Jersey, because they have a very wholesome method of administering criminal law in New-Jersey, and the fighting members of the Retail Coal Dealers' Association must show their prowess upon other soil. I see that our pleasant friends, the Messrs. Branson, alone appear in New-

were tired of the strike and wanted us to start our collieries; and when we did so a band of five hundred or six hundred men appeared and drove them away from their employment, with the exception of those at one colliery. And, let me tell you, out of those five hundred or six hundred men there are not fifty to blame. A little band of ten or twelve men will start through a mining village and will by force compel every man they meet to join them, and against his will many a law-abiding man is forced by the risk of personal danger to join an attacking party and render himself amenable to the laws of the Commonwealth. There was, as I have said, one colliery at which work was not stopped; and never perhaps in the history of labor has there been such a case as that. We got notice of the threatened attack in time at only one colliery. We placed twenty five armed men around the mines to protect their brethren who were working. They were armed with navy revolvers, and behind each stood a man with a sixteen-shooting carbine to hand to them when their navy revolvers were exhausted. That little band of determined men stood there for five hours facing an attacking party of five hundred, and under such protection, men were enabled to continue their work.

"In the sweat of thy face shalt thou eat thy bread" is the primeval curse pronounced upon mankind, and from many an humble cottage throughout the land, by many a lonely bedside, when gaunt starvation looks into the haggard faces of the poor, there rises up night and morning the earnest supplication, "give us this day our daily bread," but when the father of that starving family and the husband of that emaciated wife goes forth to earn his daily bread he is met by the pistol of the assassin and the torch of the incendiary and driven back to his home to starve.

Gentlemen, we meet next year to celebrate the Centennial anniversary of the Declaration of American Independence. We expect to attract to Philadelphia a concourse of the citizens of the whole world. We shall point with gratified pride to an empire built up under republican forms of government. We shall show them to an asylum where the subject and the humble and the poor from all climes and from all lands have found a refuge. We shall tell them that the shackles have been stricken from the limbs of millions of slaves. And when we glory in this prosperity, and when we boast of all this freedom, let us not forget that almost within the shadow of Independence Hall tens of thousands of citizens are subject to a tyranny and a despotism such as neither Khan nor Caliph ever exercised, and such as in the wildest dream of power never was conceived by Sultan or by Czar.

Why, gentlemen, it is but a few weeks since I received a letter from a miner, a man who had worked in the mines for thirty-six years, the father of a family, and, I believe, the owner of a household, a well-written letter, a letter such as any employer would be glad to receive from his employe, a letter stating that the writer feared that he and his companions were in the wrong, that they had made a mistake, that they were anxious to return to work, that he, having met me on one or two occasions when a committee of laboring men met one of their employers, was anxious to have my opinion upon the subject. I never volunteered an opinion, I never wrote or urged any laboring man to do anything during a strike, but in this case I wrote a letter and endeavored to show my correspondent what I supposed to be the folly of the course which his associates had been pursuing. He acknowledged the receipt of my letter, intimated that he was convinced, and that the men would return to their employment. It became known through the Post Office that this man had received a letter from me. He was charged with that as a heinous offense. He had a great deal of personal independence of character, and he met his accusers face to face, and asked them whether in this country a man had not a right to write a letter to whom he pleased and to receive an answer, and he defied them. The courage with which he met them succeeded for the instant, and he left to go to his home, but when he reached his home at night he found there the anonymous notice: "Leave this county within twenty-four hours or you are a dead man." Now he was powerless—for who can defend his life from the secret assassin? He left—left his family, and remained absent until he hoped the affair would be blown over, and until men should return to their senses and he could safely go back to work.

Think of it, gentlemen! Here was a man who desired to work; a man who has no complaint to make against his employer; a man whose object it was to be friendly with his employer; a man whose attainments entitled him to the respect of his employer; a man who had a family, and who owned his house, and he is driven out and driven from his home by a tyranny which holds thousands of men in subjection, and which I ask you to do your utmost to destroy.

What avails it to these men that they are ready and willing to work? Of what avail is it to them that we offer them work? Of what avail is it to them that the wages that they could earn would amount to $100 or $120 a month? They cannot work; they dare not work; to attempt to do so is to invoke destruction. A man may go forth in the morning from his own humble home, determined to return at night with the wages of his labor for the support of those who are dearer to him than life itself; if he is armed, vigilant and courageous he may protect himself from open violence by day, but in the silence of the night his home is riddled with bullets, and he is driven out into exile—away from family and away from home—out into the darkness and into the night, a fugitive and a wanderer—with every man's hand against him—and for what? For daring to submit himself to the primal curse of the Almighty and to earn his bread by the sweat of his brow. Far back in early ages, in Roman amphitheatres, Christian martyrs were torn to pieces for daring to worship God; in later times men were condemned to death or doomed to exile for uttering treasonable sentiments about the form of government. There has been prescribed to certain people and to certain races a particular form of dress, and disobedience to the decree was punished by ostracism or by death; and held up to the withering scorn and detestation of succeeding ages have been all forms of human oppression by which

"Man's inhumanity to man
Makes countless thousands mourn."

But it has been reserved for the latter part of the nineteenth century—for a land boasting among all the nations of the world that it is the land of liberty; it has been reserved for the United States of America and the State of Pennsylvania to witness the spectacle of the right of a man to labor for the support of his family denounced as a crime by the decrees of an association which rewards submission by starvation, and which punishes disobedience by a ghastly and a horrible death.

Why, but a few weeks ago we were obliged to conduct the business of the railroad company in the mining region under an armed force. Every passenger train that passed over the road was preceded by an engine with an armed posse. The locomotive engineer, ever foremost at his duty and unflinching at the post of danger, standing with his left hand on the throttle-valve and his right upon a pistol, as his train passed through dark glades or by deep defiles, where almost every tree and every rock concealed an armed assassin thirsting for his life. We were obliged to send men armed to the teeth to protect their fellow men in the right to labor; and this Police force had to be lowered and passed down the inclined planes over which you passed and which you saw, where the human freight is suspended by a few threads of wire-rope. At a time when a number of these officers were about to go down one of these inclined planes it was found that some cowardly assassin, with an ax, had cut the wire-rope in three or four places, not so deeply that the danger should be discovered by the eye, but rather that it should be hidden until the strain was upon it—cut for no other reason than to precipitate to a sudden and terrible death those brave men who were there in obedience to orders to protect their fellow-laborers in the right to earn their daily bread. By a most fortunate accident the discovery of this outrage was made in time to avert the terrible calamity which would otherwise have been inevitable.

Now let me refer you to the relations of the Reading Railroad Company to those whom it employs. We have nearly twelve thousand railroad employes. We have always maintained in our own shops the old system of indentured apprenticeship; we have never permitted that system to be broken down. Almost all the skilled workmen in our employ, I may say, were educated and trained in our shops. The Superintendent of the road was there; the engineer of machinery was one of our indentured apprentices. We have in our employ six hundred and fifty-one people who have been with us over twenty years, and of these one hundred and thirty-eight have been in the employ of the company for more than thirty years. We rarely have any trouble with our railroad employes except in the coal region; we try to treat them civilly; we try to treat them respectfully; we pay them promptly in cash, and we never speculate upon their wages; we are sorry when a depression in trade compels us to reduce their pay. It is to our interest that they should be well paid. When they grow old and become worn out in the service of the company, we invariably give them a pension to support them in old age. You have seen many of these men; they have appeared before you as witnesses, and have accompanied you on your several visits to the works of the company; you know them; you have seen the relations that exist among them and between the subordinate and superior officers of the company, and those relations of kindness and friendship we are anxious to introduce into the coal region. We desire the miners and laborers of the coal region to stand to the coal and iron company exactly as the employes of the railroad company stand to it. But, gentlemen, the few marplots, the little band of agitators, the men whose business it is to breed mischief and to sow the seeds of dissension, are ever on the alert to prevent any other relation than that of hate and animosity from springing up between employer and employed. When we entered into the business of mining coal almost the first action I took with reference to the labor question was to say to the Superintendent of the mines, "I invite a committee from every colliery of one or two working men to meet with me in Pottsville; I will go there to meet them; I will agree with them if they are willing, that if each miner and laborer will contribute a little sum per diem out of his wages, say a half or a quarter of one per cent., that whatever amount is so contributed will be doubled by the company out of its own treasury, so that if the men raise $10,000 per annum the company will put $10,000 more to it and make it $20,000, and the entire sum thus raised shall be placed in the hands of Trustees, (some of whom can be selected by the men,) as a fund out of which any man who is injured by an accident shall be supported until he is well; out of which the funeral expenses of every man who is killed shall be paid, and out of which an income shall be derived by the widow and minor children of every deceased employe of the company." It was one of the best systems that could have been devised for the benefit of these men; but it was instantly met with a storm of abuse and indignation; emissaries were sent out throughout the country by these people who call themselves "Labor Reformers," to warn the men that it was a dangerous scheme, and that the intention of the company was to do something dark and sinister. The scheme was therefore abandoned, but during the next year or two we saw the misery and poverty which were the inheritance of those unfortunate families who had been deprived by death of their protectors, and on the first of January of this year, we announced as a rule of the company that whenever a man was killed in its service a certain sum should be paid for his funeral expenses, that his widow should receive a fixed sum in money per week for a determined period, or so long as she remained a widow, and that every minor child of the deceased unable to work should receive a fixed sum per week; all of which was to be paid out of the treasury of the company. As this required no co-operation or contribution by the men, the rule went into force and we are acting under it to-day, but the newspaper which professes to be an advocate of the rights of labor ridiculed and denounced the offer, and held us up to the scorn and detestation of our workmen because we had dared to attempt such a thing! Why, gentlemen, whenever we approach the men to establish kindly relations between them and ourselves, we are met by the interposition of persons who live upon agitation, whose business it is to destroy confidence, who are sent into the region for no other purpose than to create trouble; men whom you well know, whom you see before you at Harrisburg, and who represent themselves as the leaders of the laboring classes and the controllers of the labor vote. Why, gentlemen, their claim is a mockery. They are not leaders of the working men. They have over and over again deceived them. Their trade is to sow dissension, and to implant in the bosoms of the men suspicion and distrust of their employers. In this country every field of industry is open to the working man. A boundless continent is at his back. Every industrious and skillful man can earn in a few years enough money to buy him a farm. He that is to-day the humblest and the meanest may to-morrow be the proudest and the greatest. The children who are to-day born in a hovel may transmit to their posterity the inheritance of a palace. The humblest worker in the coal mine may aspire to fill the first place in the gift of the people.

Here let me call your attention to the peculiar position occupied by a railroad company employing a vast laboring class, that constitutes almost the entire population of a district. All these people living together make the population upon which we depend for our merchandise and passenger traffic. What is the trifling difference saved by us in their wages compared with the profit we derive from the traffic dependent upon their prosperity? It is to our interest that the coal region should be a prosperous one. The individual coal operator, who has a lease for ten or twenty years, may have no ulterior object. He may have no other desire than to make money during the existence of his lease, and retire with a competency when it is terminated; but we have gone into the coal region to stay. We own the lands; we own the railroads. Everything that adds to the wealth and adds to the prosperity and increases the population of the district increases the wealth and augments the prosperity and adds to the profits of the railroad company. Self-interest alone, apart from all other considerations, should induce us, and will induce us, and has induced us to treat these men fairly and liberally. My whole object has been to establish kindly relations with them; it is so much to our interest to do so, apart from any other question of benevolence. But, I say to you, that it is almost impossible on account of the character of the political agitators who appear among them and represent themselves as their leaders. There is, perhaps, no one who can say as truly as I can in the language of the Psalmist, that "I labor for peace, but when I speak unto them thereof they make them ready to battle." You, gentlemen, sit here to-day as the representatives of the Commonwealth of Pennsylvania. You have heard the clamors of these agitators at your doors. You have seen them denouncing against us all the power of the State, which they profess to wield and to be able to control. You see in their papers to-day the most outrageous and infamous abuse of yourselves as a committee, simply because the evidence in this investigation has failed to substantiate the charges against us, and they see but too well that they will not be gratified by witnessing our destruction. Hence, you are denounced from one end of the Commonwealth to the other, and the abuse heaped upon us has been transferred to you. I ask you, gentlemen, to interpose between them and the real working man—between the agitator and his victim. Which shall have your protection? Which is entitled to your sympathy? Is it he who receives a salary for no other purpose than to create dissension and organize riot—the man who lives off the toiling miners and deprives them of subsistence—or shall it be the honest working man, anxious to make use of the strength which God has given him, and desirous to labor for the support of his family? I am here to-day to present for your consideration a few plain facts, and to endeavor by such poor arguments as I have the power to make to warn you against the insidious influences of these self-styled representatives of labor; to ask you, in your capacity of legislators, to protect the real working man, and to ignore and denounce those who thrust themselves between you and him. Advocates of the Commune and emissaries of the International, the success of their agitation in the State of Pennsylvania must be followed by the overthrow of the very foundations of society. I can do naught but raise my voice in protest against them, but you can do much. Let me beseech you to look well to it, for if you fail in this duty the time may come when we shall have to defend with weapons other than arguments our firesides and altars.

Let me now draw a picture of what might be accomplished in the anthracite coal region—of what it has been a dream of mine to accomplish. Let me show you how, resulting from the fact that a railroad corporation is the owner of these mines and the employer of these men, the system of co-operation could be brought about in its fullest extent and under its most favorable auspices. The share capital of the Reading Railroad Company is only thirty-five millions of dollars. At rough figures there are six million tons of coal produced in the regions that depended upon us for an outlet. The amount of money paid for the labor of mining this coal, and for the labor of preparing it, transporting it to market and shipping it, is, in round numbers, two dollars and a half a ton—say a dollar and a half for the mining and preparing, and a dollar for the transportation and shipment. There is, therefore, fifteen million dollars per annum paid out in wages to the class of people who are employed in developing this industry. I speak within bounds, and from my own knowledge of what these men can earn, when I say that nearly twenty per cent. of their wages might be saved if they were economical, as many of them desire to be. Let us suppose, then, that one man might annually purchase one, two, three, or four shares of the stock of the company of his employer; that these working men, instead of pouring their money into the treasuries of associations which do them no good, but do them positive harm, should gradually become to a great extent owners of stock in the very company that employs them. We would like to see that accomplished; we would like them to become interested with us in the business that results from their labor. As you see yourselves, nearly three million dollars a year could be so invested, and in a very few years the laboring population connected with the coal fields and depending on the transportation of coal could become large owners of the stock of our company. Where in the wide world could there be a more perfect system of co-operation for the benefit of the employer and the employed than that in which the railroad corporation owns the railroad and owns the lands and employs the men to produce the coal, and divides the profits of its business among the laboring men whose toil has added to its wealth? I have thought of this often, and hoped at some time or other to bring it about; to see the company actually composed of the men whose labor produced the coal, with no middle interest, with no commissions, but the entire profit represented by the difference between the cost of production and the price of the product, divided *pro rata* among the very people whose labor and whose skill was required to produce it. But if I were to suggest this to the men, the agitators and demagogues would tell them that my only object was to break up the trades unions. I can see, however, how it could be accomplished; I can see how it could be carried out with great benefit to the laboring class; I can see that it would result in attaching them to us, and in making them share in our prosperity, in making them labor more assiduously than they now do, because over and above the wages they received for a day's work there would be an additional profit which would come to them at the end of the year. Each man, to some extent, therefore, would be interested; it would be to his pecuniary interest to see that there was no waste and no loss. He would feel as if he was working for himself; and such a relation between themselves and ourselves is the one we would like to bring about. That relation I think can be brought about, and can be secured if this class of agitators, of Communists and Internationalists, of whom I have spoken, were either sent to the Penitentiary or condemned to make their own living by an honest day's toil instead of passing their time in salaried ease by writing newspaper articles and making speeches in order to prevent their deluded followers from earning their bread.

Gentlemen, another reason why the coal trade ought to be made profitable is the trouble and expense that results to the owner of coal property from the social condition of the coal region. The property is owned by non-residents; the taxes are levied by people who pay none themselves. You will be amazed when I show to you the enormous extent to which we are overburdened with taxation. In one township in the coal region the township taxes alone are two and six-tenths per cent. of the valuation, and the valuation is very high. In another it is two and a half, in another it is four and eight-tenths per cent. of the valuation; in another it is seven and one-tenth per cent. of the valuation of the property, and in another four and a half per cent., and these levies are only for township purposes, and are exclusive of and in addition to State or county taxation. We are subjected to this; we must pay it. The system of political economy adopted in some of the townships in the coal region is the most successful and the most wonderful that was ever introduced in favor of those who levy the taxes and spend the money. A strike takes place; the men refuse to work, and instantly the directors of the poor levy a tax upon the property of the employer, and distribute the proceeds among the men who are on strike as "out-door relief."

I have here a list of what is expended annually for the repairs of roads. In one township last year the annual cost of repairing country roads was $397 per mile. Three hundred and ninety-seven dollars per annum was spent upon the repair of a single mile of country road! In another it was $556 per mile; in another it was $430 per mile; in another it was $489 per mile; in another $475 per mile; in another $597 per mile; in another $545, and in another $415 per mile. This was the annual cost last year of repairing a mile of country road. We are subjected to these taxes; we cannot get rid of them. The inhabitants levy the taxes and spend the money, and all we can do is to pay. I tell you, gentlemen, that there is a "ring" formed in the coal townships of Schuylkill, Northumberland, and Columbia Counties, compared to which the "Ring" of William M. Tweed sinks into absolute insignificance. In one township alone, where they were compelled to build a poor-house to prevent the outrageous system of so-called out-door relief, the cost of maintaining each pauper was $15 per week, the same price, I suppose, that I would be charged at the United States Hotel, in Atlantic City, for expensive Summer boarding and lodging. This sum was spent in money in addition to the value of the produce of the poor-house farm. In Conyngham Township, Columbia County, in 1873, there was expended on the repairs of sixteen miles of road and in building one mile of new road, $46,344 03, making a cost for the annual repair of roads of about $2,725 per mile. Gentlemen, you have been over the Reading Railroad and have seen the solidity with which it is made and the care with which it is repaired, and when I tell you that the cost of repairing that road, which carries more tonnage per mile than any other road in the world, together with the cost of the new iron that is annually put into it, and the cost of the new material, and the labor, and the maintenance, is only $930 per mile of single track, you will see that a mile of country road in Conyngham Township costs three times as much. We are subjected to all this taxation. You do not know, gentlemen, under what a grievous burden we have had to bear up. I have told you the annual cost of repairing roads; but that is nothing, for, as the taxes are not sufficient to pay the annual cost, there is an enormous debt run up every year for the surplus. In addition to this annual cost which I have named, the present debts of the townships I have referred to are as follows per mile of existing road. Remember, this is not the aggregate, but this is the debt per mile of road: One of them $53 a mile; another, $35 21; another, $185; another, $357 14; another, $56; and the township which expended over $2,700 per mile in repairing has a debt per mile of $3,612. That money is taken from us, and it goes to support a little clique in each township that controls the politics of that township, and controls the work of the labor association, without the poor and honest and deluded laboring men knowing anything about it. We shall come to your doors next Winter, probably, clamoring to you for an investigation, and, having been investigated ourselves, we shall ask you to direct your arrows against those who are now complaining against us. We will show you a state of facts which you would hardly dream could exist in any civilized country—a system of robbery by taxation, a system where the Supervisor employs his own carts on all the public roads; where every man connected with the administration of municipal affairs becomes wealthy, and where we non-resident, innocent, miserable, wretched property-owners have to foot the bills and pay all the costs; and then, when we add two or three cents a ton to the cost of coal in order to save ourselves, the very men who are thus plundering the public appear before you at Harrisburg, and represent themselves as the advocates of the down-trodden laboring element, and threaten you with defeat at the polls if you dare do anything in our favor! Why, Tweed is almost an angel compared with these men. If you take the value of property, and the amount of taxation levied, as compared with the real and honest cost of the object to be attained, you will find that in proportion to the amount, these men steal one hundred dollars where Tweed and his confederates took one; and if the same amount of robbery and iniquity were practiced by the United States Government as is practiced in the coal townships, the national debt would hardly pay the interest upon the amount of annual expenditures.

I must now turn to another subject, and as I have an opportunity, rarely enjoyed, of talking through you to the Legislature of the State of Pennsylvania, I will subject you to a further infliction, and make you, as it were, a vicarious sacrifice for the iniquity of the whole body you represent. I desire to call your attention to the manner in which you gentlemen of the Legislature have been deceived frequently, and to the unfair legislation with which you burden us. In the first place, a year or two ago, you levied a tax of three cents a ton on a ton of coal if it was sold by a corporation, but not if it was sold by an individual; and therefore Mr. Borda in entering into competition with us for the trade in Philadelphia has three cents a ton advantage over us. If Mr. Borda's customer wants us to sell his coal he ought to have a right to come to us, because, although perhaps we have not the same amount of ability we have a little more capital, and the producer ought to have the right of selecting his own factor. But when he comes to us to sell his coal he has to be taxed for the benefit of the State three cents per ton, and when Mr. Borda sells it it is not taxed at all. This is hardly fair. I admit that corporations ought to pay a large share of the burden of State taxation, and if the tax could be made so as to bear equally on all inhabitants of the State it is as good a way as any to collect the annual rates; but to say to an individual who ships one hundred thousand tons of coal a year, "if you go to a corporation to sell your coal, and sell it to them, we will tax you three cents per ton, but if you go to an individual we will not," I maintain is manifestly unjust to the individual, to say nothing about the corporation—for we, as you know, never expect justice.

Again: you have been at the mines and have seen how coal is mined. Let me call your attention to a bill that was passed last year by which it was made the duty of every person employing men at coal mines to weigh the coal and pay his miners by weight. No working man wanted this. It was introduced, I think, by Mr. Stanton, of Luzerne, who said it was an absolute necessity. Of course, if it had passed in its original shape it would have destroyed the business of the region; but there was an amendment put to it by which it was not to be applicable to those who made a contract with their men to work otherwise. A great many of the coal operators in our region thought it was necessary that such contract should be in writing, and when their men were ready to go to work they presented a paper to them to sign. Working men always object to signing papers. They are always suspicious of written contracts. They did not want to be paid by weight; they could not be paid by weight, but they would not sign the paper, and in some cases they stayed out on a strike some days until the matter was explained. But they lost several days' wages. Why should these troubles be thrown in between us and our miners? Most of the coal in Schuylkill County is mined by the yard, and it frequently has to remain in the ground from one to three years after it is mined before it can be taken out, and if this bill was a law the poor working man could get no wages, until at the end of three years, his coal could be weighed. It is impossible to weigh it as it is mined. He is paid so much a lineal yard for cutting the coal. When the vein is flat, or is at a slight inclination, it is worked by the wagon, and the wagons can be loaded daily; but where the vein has a very steep inclination, the man who cuts the coal leaves it in the breast or run. He leaves all the coal in the mine to support him and to stand upon as he works upward, and when he is done with his breast, at the end of three or six months or a year, it is taken out; but sometimes the whole coal remains in the ground until the gangways are driven to the end of the line, which may occupy two or three years. It is sometimes two, or three, or four years before it could be weighed, and yet this bill actually passed through one branch of the Legislature without amendment, and would have prevented the miner receiving his pay except at the end of three or four years. I need not refer you to the bill which I now hold in my hand, and which passed one reading in the House, called the Labor-Tribune bill, by which all the industrial works of Pennsylvania were to be managed by and to be subject to the control of a board called a tribune, composed of twelve men of whom one was to be the Secretary of internal affairs, one a coal operator, one a manufacturer, and the other nine laborers employed at such works, and the decision of this tribune upon any question of dispute was to be final, and if it was not obeyed, the disobedient offender was to be imprisoned for seven years!

Senator Herr—That was thrown out of the Senate.

Mr. Gowen—Yes; it was thrown out of the Senate, but the report of it went through the coal region like wild-fire; it was believed it would become a law, and the agitators thought their millennium had come at last. Indeed, many of the men in the coal fields were led to believe that the resolutions passed by the Anti-Monopoly Convention at Harrisburg were acts of the Legislature, and they wanted to know when they were going into effect. This constant and unnecessary agitation and disturbance is the relation of labor and capital—is the cause of all the trouble we have to contend with.

With reference to the question whether what I have mentioned and what has been proved by the other side amounts to a conspiracy, it is enough to say that if it does you should send us to the District Attorney. But the case of the Morris Run Coal Company vs. the Barclay Coal Company has been cited. I do not desire to take up your time with it, but I will merely read you the gist of the case from the syllabus and a quotation from the opinion of the Judge to show what kind of a trades association it is that is indictable as a criminal offense:

"A restraint upon trade, to be valid, must be partial, the consideration adequate and not colorable, and the restriction reasonable."

"A good test is whether the restraint is such as only to afford a fair protection to the party in whose favor it is, and not so large as to interfere with the interests of the public."

* * * * * * *

"The presumption is that restraints on trade are illegal, unless made upon adequate consideration and on circumstances both reasonable and useful." (18 P. F. Smith, p. 173.)

And the opinion an English Judge is quoted as saying: "We do not see how a better test can be applied to the question, whether reasonable or not, than by considering whether the restraint is such only as to afford a fair protection to the interests of the party in favor of whom it is given, and not so large as to interfere with the interests of the public. Whatever restraint is larger than the necessary protection of the party can be of no benefit to either; it can only be oppressive, and if oppressive it is in the eye of the law unreasonable, what is injurious to the public interest is void on the ground of public policy." (Ibid., p. 185.)

I leave this part of the case with you to say whether what we have done is injurious to public policy or injurious to the Commonwealth of Pennsylvania. I call your attention to the fact that we never stopped the production of coal until we were blocked up and had to stop it. The remarks read from the report of the managers of the railroad company criticising the action of the Working Men's Benevolent Association for stopping production in order to raise prices are perfectly just, and would be applicable to us ourselves if we were guilty of the same offense. But when did we ever stop production, or when shall we ever stop until we are required to do so by the impossibility of handling the product of our mines? You have it in evidence that the combination in New-York adopted ten million tons as the amount to come to the competitive market annually, and the largest amount that ever was required in one year was 9,100,000, and in the other 8,400,000. This was not limiting production. We did not bind ourselves in any manner to mine only ten million tons. When we met we assumed that figure for the purpose of making a *pro rata* distribution. That *pro rata* distribution was based on the exact tonnage which each of the companies had averaged in preceding years. We stopped once in the month of January, when we elevated the road coming into Richmond. There was no scarcity of coal then. There is no demand for coal for shipment in the Winter. We selected the Winter, when there was no shipping business, for the purpose of doing the work. The City of Philadelphia paid a portion of the cost; the company paid the other portion. Instead of having a grade-crossing with eleven tracks, we made the improvement, which you saw, elevating the railroad and depressing the roadway beneath it. We stopped for two or three weeks to do that. We stopped once in a dull season at Port Clinton tunnel; but when we stopped, you have it in evidence that every place was blockaded; Richmond was full; the retail yards were full; the eastern depots were full; New-York was full. We went on loading cars in order not to stop, if it were possible to avoid doing so. We loaded the cars as long as they lasted, until we had twenty-four miles of coal cars loaded with coal standing along the line of the road, and then we stopped; we could not go any further; and simply because we did not stop until we could not go further, and because we loaded these cars in order to give us an outlet for our product as long as possible, our friends turn round and say that we loaded the cars in order to stop! As I said before, the very thing which we do to benefit the public is made use of as evidence against us.

They say that it is a combination to keep up prices. Why, gentlemen, if we had kept up prices you would never have heard of this investigation. If, when the long strike of six months commenced on the first of January last, and when we had three hundred thousand or four hundred thousand tons of coal on hand and the retailers of Philadelphia had probably fifty thousand or one hundred thousand tons among them, we had united with them, and fleeced the public out of two or three dollars a ton profit (which we could easily have gotten, for coal was very scarce,) they never would have gone to Harrisburg to ask for this investigation. It was only because we reduced the price of coal fifty cents; it was only because during a time when coal was scarcer than it ever had been before we refused to be tempted to raise the price, that these gentlemen complained against us. They did raise the price, but they tell you that they resisted temptation and only raised it to eight dollars a ton. They only made two dollars and a half when they might have made five. I remember to have heard of a person who claimed that he was a very religious man, and who in talking to another about the evils of yielding to temptation, said that he always resisted it; that on one occasion he had been in a shoemaker's shop and had seen a handsome pair of boots hanging there, that nobody was looking, and the temptation was very strong for him to take them, but there was a voice within him which bade him beware, and he did not touch the boots, but only took a pair of shoes. And so our friends the retailers, when they had the opportunity of raising the price of coal to ten dollars a ton in Philadelphia, only raised it to eight dollars, because we sold it at five dollars and eighty cents. Why, gentlemen, if we and the New-York companies had not insisted upon keeping down the price of coal you never would have been asked to make this investigation, and the poor people of Philadelphia would have had to keep themselves warm during the past severe Winter with coal at ten dollars per ton.

I have now said almost all that I have to say to you. We occupy a very peculiar position in this investigation. An interest known as that of the factors, driven absolutely out of business by sharp competition, comes before you to complain of us as a monopoly that destroys competition. The retail coal dealers, forced to reduce their price of coal by our competition, come before you to complain of us because we prevent competition. The same dealers, many of whom are engaged in selling coal at the rate of one thousand seven hundred and thirteen pounds to the ton, come before you to complain that we give short weight! Out of their own mouths these accusers are condemned.

And now, before closing, I ask some little attention to that about which I have not yet spoken, and that is the character of the company that you are asked to strike down, and the benefits that its business confers upon the community.

You are asked to take our charter away because we have become injurious to the Commonwealth of Pennsylvania. Gentlemen, the two companies which I represent employ to-day 22,546 persons; all residing within the State of Pennsylvania. We pay to them monthly, when we are in full operation, the sum of $988,659 for wages. We have expended in the last five years in the purchase of materials, $23,012,140 50. It is an inflexible rule of the company never to buy a dollar's worth of material from anybody away from the line of the road if it can be bought from those living along its line. The manufacturers in Philadelphia and residing at other places along the line of the road receive our orders to the exclusion of everybody else. We have paid in five years to the State of Pennsylvania, as taxes, the sum of $2,789,070 30, in addition to United States taxes and to local and municipal taxation. We are working seven hundred and twenty-five miles of railway within the Commonwealth of Pennsylvania, representing one thousand four hundred and fifty miles of single track. We transported last year 6,348,312 tons of coal: we transported 3,098,831 tons of merchandise; we carried 6,964,869 passengers within the State of Pennsylvania safely over the lines of our railroad without injury of any kind to a single one of them. I can speak with some degree of pardonable pride at the end of this investigation of the personal character of the employes of the Reading Railroad Company. Many of them were before you. You saw them in the coal regions; you saw them in Philadelphia; you saw them at the shops of the company. We invariably promote our own employes; we never take a stranger into our employment if the vacancy can be filled by the promotion of a person already in the service of the company. Some years ago, when the Secretary of the company, who was receiving a salary of $6,000 a year, died, the only person taken into the service was a boy, at a salary of two or three hundred dollars, and there were some fifteen or twenty promotions, and every vacancy, except the lowest, was filled by the promotion of a person already in the service of the company. Our employes remain with us almost to the end of their career, and when worn out in our employment we invariably give them a pension. There is not in the pay of the Reading Railroad Company, with all its staff of officers and army of employes, to my knowledge or belief, a single man deriving one penny of profit from the prosecution of any business connected with the railroad company, or which depends upon the railroad company for its transaction—not one. Do you ever hear of any person connected with the Reading Railroad Company making an exhibition of wealth, or of fashion, or of folly? Gentlemen, I tell you in all earnestness and sincerity, that I believe the mere fact that a man is an employe of the Reading Railroad Company is of itself sufficient to secure him employment in any other place where the Reading Railroad Company is known. Do you ever see a man connected with the company loaded with diamonds, driving fast horses, or indulging in dissipation, or making an ostentatious display of wealth? Do any of them look like men of that character? I must stand here before you to say something in favor of these men; for if we have been guilty of the charges made against us—if we have been guilty of this meanness whereof we are accused—the hand that turned the false balance and the hand that made the unjust discrimination and the mind that directed it were those of the men who have appeared before you and who are the representatives of the company. I stand here to-day to defend them from any such accusation and to say that though often tired and wearied with the position I occupy, disgusted with the notoriety attached to it, and yearning for the peaceful and quiet paths of my old profession, I am proud and can never cease to be proud of being at the head of the body of men in the employ of the Philadelphia and Reading Railroad Company.

Why should this company be singled out from among all the corporations of the Commonwealth, and subjected to an inquisitional investigation? Did you ever hear it charged that the hand of an officer of the Reading Railroad Company was stained by offering a bribe, that any of its officers are tainted with the spotted infamy or covered with the loathsome leprosy of those who betray a public trust? Have you ever heard aught against the personal character or the integrity of those to whom the charge of this property has been committed? Do you believe from what you have seen that these men, these officers, these subordinates, these masters, and clerks, and station agents, and superintendents, whom you have had before you, are the men who would have been guilty of the meanness of the offense with which they are charged? What you may say upon the general questions connected with public policy is for you to determine. You have heard my answer. Whether it has affected your mind, given you any new light, or opened any new view of the future, is for you alone to say. But that you will make a report, charging these gentlemen with being guilty of crime, with being guilty of giving false weights, with being guilty of unjust and dishonorable discrimination, I submit that you cannot find it in your consciences to do. To protest against this is all that I now stand here for. If it had not been for this, I might have suffered under your investigation in silence; but I cannot, I will not—nay, I dare not, remain silent under a charge that affects the integrity of those who look up to me as their leader, and are entitled to my poor services as their defender.

List of Outrages in Schuylkill and Shamokin Regions.

1874.

December 13.—John Taylor, inside foreman at Richardson Colliery, received a threatening notice to leave. See notice marked "A." George Rose, watchman at Indian Ridge, warned by two strangers not to go down the shaft of the colliery to grease the pumps, as in their opinion it was not his duty, but that of the fireman.

December 28.—Communication marked "I" was received by Mr. J. H. Olhausen, Superintendent Mahanoy and Shamokin branch.

1875.

January.—Three tunnel contractors at Preston No. 2 Colliery, John Finnigan, Samuel Davies, William Williams, were notified to cease driving a tunnel, or submit to a fine of $50 each imposed by the Miners' and Laborers' Benevolent Association.

January.—John Lauss, a teamster at Bast Colliery, fined $10 per week by the Miners' and Laborers' Benevolent Association for continuing to work after being notified to stop, and upon a refusal to pay the fine he was expelled from the association.

February 14.—About four o'clock in the morning the shaft frame at the West Norwegian shaft was destroyed by fire—the work of an incendiary.

February 24.—A mysterious fire occurred at the East shaft about nine o'clock at night, originating in the fan-house, where there was kept a limited quantity of giant powder; there being no fire near at hand at the time, no cause can be given for the fire other than that of incendiarism.

February 26.—Burning of giant powder at the Norwegian shaft; supposed to have been the work of an incendiary.

February 28.—House burned down by parties unknown, at Richardson Colliery.

March 19.—J. Showerley, watchman at Ellsworth Colliery, beaten and his revolver taken from him.

March 19.—Communication marked "III" was received by Mr. Olhausen.

March 20.—Watchman at Minehill Gap Colliery beaten and tied with a rope; watch stolen.

March 19 and 20.—All employes of the company in the Transportation Department, who were members of the M. & W. B. Association, were suspended from duty and informed that they would not be reinstated unless they withdrew from that organization.

March 22.—No coal trade moved to-day on laterals on account of men refusing to comply with the company's conditions; shops in coal region also closed for same cause. Passenger and freight trains running as usual.

March 23.—Roadway repair men working between Landingville and Mount Carbon quit work, upon being directed to do so by officers of the M. and W. B. Association.

March 24.—There being no disposition on part of the men to conform to the requirements of the company, others were sent from Reading to run on coal trains and to work Gordon Planes. Accompanying them, for protection, were thirty-five policemen. A few loaded cars were hoisted over planes.

March 25.—Train employes of the Philadelphia and Reading Railroad Company quartered at Ashland were molested by parties of men. These persons endeavored by threats and persuasion to intimidate the men and induce them to leave the service of the company.

March 25.—Telegraph office at Locust Summit destroyed by an incendiary.

March 25.—Thirty-two cars loaded with coal dumped on track at Locust Gap, and six at Excelsior.

March 25.—A train of 100 loaded cars were started down the grade and run off the track on Excelsior branch. Eight of the cars were badly broken in consequence. Damage, $300. A few men at Palo Alto renounce the M. and W. B. A.

March 26.—Philadelphia and Reading Railroad Company engine No. 288 ran off track at Minehill crossing.

March 26.—Unknown parties dumped 29 loaded coal cars on siding at Locust Gap Junction.

March 26.—Six loaded coal cars dumped by unknown parties at Enterprise siding.

March 27.—Train hands on Philadelphia and Reading Railroad Company's train stoned at Locust Gap. A number of men sent from Reading were met on their arrival at Gordon by a party of persons and persuaded not to go to work.

March 28.—Warehouse Philadelphia and Reading Railroad Company at Mount Carmel broken open and 3 barrels flour, 600 pounds fish, and 1 barrel butter stolen. Tool-house broken open and tools stolen.

March 29.—A large number of persons congregated at and near Locust Gap and stoned the crews of passing coal trains.

March 30.—Switch turned wrong and spiked at Shenandoah Junction; mixed train engine off the track in consequence.

March 30.—Tool-house No. 5 broken open and tools stolen. Notice left there addressed to Daniel Yost, boss of section. New men were threatened and left, saying they were afraid to work. Miners' and Laborers' B. A. and Mechanics' and Workingmen's B. A. in joint meeting formed an alliance. See notice marked "VI."

March 31.—House car burned and totally destroyed on siding at Excelsior. Loss, $600.

March 31.—A party of men boarded a coal train between Locust Gap and Alaska stations, drove off the engineer and crew, damaged the engine, and blocked the road with stones.

March 31.—Parade of miners and railroad men at Gordon. A large number of miners from Heckscherville on way to Gordon to participate, took possession of coal trains, and on arrival at head of plane, compelled the plane-hands to run them down to Gordon. The men employed at the planes were also notified to quit work or abide the consequences. The strikers stated that after the parade they would go through the shops and compel all the men to quit work, which, no doubt, would have been carried into effect had it not been for an accident which occurred, resulting from the premature discharge of a cannon which the strikers were using to fire a salute, and by which three men were injured, one of them fatally. Track barricaded near Locust Gap with stones and rail-road sills; train men stoned and shot at by parties with muskets and other firearms. The mob took possession of engine No. 260, a revolver pointed at the head of the engineer, Hiram Trout, and told to clear out or they would blow his brains out. Engine No. 260 was left in the hands of the mob; three engines following having been warned of the trouble ahead, returned with their trains to Alaska. They were, however, together with train No. 260, subsequently brought safely to Gordon. Damage sustained by Engine No. 260 at the hands of the mob was $75. A large and excited mob awaited the arrival of the train men at their boarding-house in Ashland, and this, together with the previous occurrences of the day, rendered it necessary to withdraw the men from the region until other arrangements could be made.

March —.—Indian Ridge and Plank Ridge Collieries. Threats made by strange men at two different times to burn breakers of the company if work was not soon started. Gov. Hartranft consulted.

April 1.—No movement of coal trade to-day. Company's property guarded by Police force. Sheriff Werner, of Schuylkill County, applied to for protection.

April 1.—Threatening notices posted at Colket and Newkirk Collieries. See notice marked "B."

April 1.—Repairs men Thomas Catalow, Henry Fulke, and Philip Blake, on Preston branch, Mahanoy and Shamokin Railroad, threatened with violence if they did not quit work.

April 2.—Switch lock broken and switch misplaced near Mahanoy City, throwing freight train off track and engine and portion of train down the bank.

April 2.—Engine No. 237, on freight train No. 11, was run over an embankment at Elmwood colliery, a switch having been displaced by some unknown person. Damage, $110. Sheriff Werner distributed his proclamation through the riotous region. Gov. Hartranft also issued his proclamation.

April 2.—A large party of men and boys boarded a freight train at Mahanoy City, in defiance of the crew. They were driven off by aid of Sheriff Werner and Police force.

April 2.—An attempt made to burn the office of the Philadelphia and Reading Railroad Company at Tuscarora.

April 2.—John Stephens, a brakeman, living at Mahanoy Plane, shot at and stoned for refusing to unite with the strikers. The Sheriff of Northumberland promised to be at Locust Gap next morning. No movement of the coal trade.

April 3.—Twelve empty coal cars run off the track by unknown persons at Hillside Colliery. Damage, $25.

April 3.—Two freight cars run off the track at Ellangowan Colliery by unknown party. Damage, $2,018.

April 3.—Men were sent from Reading to resume work at Gordon Planes and on coal trains. Two hundred and seventy cars hoisted over Gordon Planes. Hotel keepers in region would not accommodate all the men sent; an extra train was therefore provided to run daily between Reading and Gordon for their accommodation.

April 6.—Tool-house at Locust Gap thrown into the creek.

April 6.—A few more men renounce their association at Cressona and report for duty.

April 7.—A piece of iron was found wedged in a frog on main track east of Mahanoy Plane. Discovered in time to prevent damage.

April 7.—A loaded car at Burnside Colliery siding was started down the grade by parties unknown.

April 7.—A pistol notice was fastened to blacksmith shop at Newark Colliery. See notice "C."

April 8.—Attempt made to run loaded cars down the grade at Burnside Colliery.

April 12.—A car started on Heckscher branch, near Shenandoah, running down main line of Shenandoah branch about the time the passenger train from Mahanoy Plane to Shenandoah was due.

April 12.—Switch and two caution boards torn out at Wadesville, Mount Carbon Railroad.

April 12.—A half drift wagon wheel placed between two sills on the track at Horseshoe curve, Minehill Railroad.

April 15.—Switch lock broken at Glendower, Minehill Railroad.

April 17.—Block of houses at Bast Colliery burned by parties unknown.

April 18.—Two mules stolen from the stable of the West Shenandoah Colliery found the next day near Conner's mines.

April 21.—Men about starting to work in Greenback Colliery deterred by threats and abusive language.

April 19.—Tool-house No. 6, above Landingville, was broken into, tools taken out and thrown down the bank, and the hand-truck at tool-house was disposed of in the same way. William Timmins Benjamin Gough, Joseph Gough, West Shenandoah Colliery, were intimidated and stopped from working by a party of men, and again, on May 13, were told by them that they would be reported to the M. and L. B. A., and be fined $50.

April 22.—Hose of water columns at Mahanoy Plane, Gordon, and Excelsior cut.

April 22.—Two gondola cars, loaded with ties at Excelsior, set on fire.

April 22.—Switch at Enterprise Junction set wrong and rails blocked; obstructions removed before damage resulted.

April 22.—Special Policeman Doolan, while in discharge of duty on train, attacked by five men, thrown from the train and severely beaten.

April 23.—Two railroad employes, Frank Backman and Owen Lawrence, having resigned their connection with their union and agreed to go to work, their houses were visited by strikers, shots fired and threatening language used to stop them from working. Rev. Mr. O'Brien, who has pastoral charge at Heckscherville, promises to use his influence to prevent any further interference with our men as far as his charge extends, and also said that on next Sunday he would fully instruct his people. He seemed to be confident that matters could be arranged satisfactorily, and Police force was therefore withdrawn from Mine Hill Railroad south on following day.

April 28.—House of Christian Calleary, miner, at Bast Colliery, stoned, windows broken and damage done to furniture.

April 29.—Freight depot at Mount Carmel broken into and provisions stolen.

April 29.—Three pistol notices posted at North Franklin Collieries, where men were working at reduced wages. See "D," "E," "G."

At different times during April the following men, working at the North Franklin Collieries, were subjected to abuse, and their houses stoned and furniture damaged by strikers: Peter Hoffman, abusive language used, and windows of house broken; Henry Lagerman, Sr., windows broken; Henry Lagerman, Jr., abused; Peter Strasser, windows broken; David Strasser, windows broken; Henry Rhoads, abused for working; Eliza D. Jones saw and heard parties planning to burn the breaker.

May 1.—Freight car at Locust Gap broken open and flour and feed stolen to the amount of $35.

May 2.—The houses of men at Gordon, who had left the Miners' and Workingmen's Benevolent Association and gone to work, were visited at night by parties, threats made, and shots fired.

May 3.—Freight cars started from siding at Mahanoy City, by some persons unknown, and run off the track at main road switch.

May 3.—Obstructions placed on track below Girardville.

May 3.—Engine Gem was stoned while passing through Girardville at about nine P. M.

May 4.—Ben Franklin Colliery burned; the work of an incendiary.

May 4.—A watchman and two other men at Helfenstein Colliery driven off by an armed party.

May 4.—Watchman at Locust Gap beaten and watch stolen; watch returned.

May 5.—Oil-house at Locust Summit, used as a temporary telegraph office, burned.

May 5.—Stable at Locust Spring Colliery robbed of thirty bushels of corn and oats.

May 5.—Heavy wire rope at Gordon Plane No. 1 cut. Loss about $500. Telegraph office at Locust Summit again destroyed by fire. Loss, $250.

May 6.—Attempt made to destroy the trestles at Locust Gap by boring holes in the timbers and charging them with dualin. George Keich and Wenacle, working at Newkirk Colliery, were told that it was a pity they were not both killed, and, if they were not careful, they would be attacked on their way home.

May 7.—At Excelsior, Summit, Locust Gap, and Garretson's the hose was cut from the water columns and tanks by unknown parties.

May 9.—Breaker of Enterprise Colliery destroyed by fire, supposed to be the work of an incendiary.

May 10.—A mob of about 250 armed men stopped the men who were about starting to work at Hickory Ridge Colliery, maltreating the mine boss. Some party drove off the workmen at the Lancaster Colliery. An incendiary notice served on a man at a Mount Carmel Colliery. Notice marked "F." Charles Shaffstal, West Brookside Colliery, threatened and abused with bad language at Tower City for working.

May 11.—Assistant Foreman Henry Lloyd, at Beechwood Colliery, badly beaten by strange men.

May 13.—Stones, logs, &c., placed on track between Mahanoy City and St. Nicholas.

May 14.—Michael Laffy, a workman at Beechwood Colliery, fired at on his return home from work.

May 18.—John Veith, district superintendent at Locust Gap, house stoned and window broken.

May 19.—Signal tower at Mahanoy Plane, east of Bear Ridge Colliery No. 2, burned at four o'clock A. M.

May 19.—Ticket and telegraph office at Excelsior Station burned at about two A. M.

No date.—George Woert worked at East Franklin Colliery, but was so abused by being called blackleg and other names that he was obliged to stop work and move his family to Tremont.

May 20.—A party of about twenty strikers attacked men working at Newkirk Colliery. Two of the workmen wounded.

May 25.—Carpenter shop at Palo Alto broken into and a lot of tools to the value of $35 stolen. Railroad iron and sills were placed upon the track at two points between Excelsior and Shamokin, by some unknown person, supposed with the intention of throwing passenger train from the track. The obstructions were removed by the engine attached to passenger train without damage.

June 2.—Obstructions were placed upon track on Shenandoah branch by some persons unknown, with the intention of throwing passenger train from the track. The obstructions were discovered and removed before arrival of the train.

June 3.—Engine Gem, conveying Mr. J. H. Olhausen, Superintendent, was fired at when near Mahanoy City by some persons unknown. No injury sustained.

June 3.—In the morning, about 7 o'clock, a large body of men, estimated to be from 500 to 1,000 in number, from Hazleton and vicinity, made their appearance in the neighborhood of Mahanoy City and stopped the men working the North Mahanoy, Primrose, Jones, Ward & Oliver's, Beaver Run, and Hartford Collieries. About 12 o'clock a mob of men from Shenandoah and other localities in this region, numbering about 1,200, marched through Mahanoy City. Their first act was to demand the release from the lockup of a man who had been arrested in the morning by the chief burgess; this they effected by paying the fine. At two o'clock several hundred of the mob gathered at the colliery worked by King, Tyler & Co., and compelled their men to quit work. Sheriff Werner ordered the rioters to disperse, and was reading the riot act when he and his posse were fired upon by the rioters. Two policemen of the Mahanoy City force were slightly wounded. After this attack the mob marched to St. Nicholas Colliery and dispersed. Gov. Hartranft, having been called upon, ordered companies of troops to Mahanoy City and Shenandoah to protect lives and property. On the morning of same day, (June 3,) a large body of men gathered about the West Shenandoah Colliery, threatening to stop the men working there, but were prevented from making an attack by the force of armed Police under Joseph Heisler. An attempt was made to throw the night passenger train to Shenandoah from the track by obstructing the road with stones, but the attempt was discovered in time to prevent an accident. A party of about thirty men, toward evening, while still daylight, went to the colliery worked by William Schwenck, near Mount Carmel, and deliberately fired the breaker, standing around until it was consumed. The colliery had worked since June 1 at reduced wages.

June 4.—Just before daylight a body of men fired upon the Police guarding the Centennial Colliery, near Shenandoah; but their fire being returned with effect, they dispersed without further attempt. A party of men left St. Clair in the morning, going in the direction of New-Castle, stopped the men working for Jos. Denning, screening coal-banks, and also the men working at Ellsworth Colliery. In the afternoon a party visited Mine Hill Gap and Beechwood Collieries, but did nothing aggressive.

June 8.—Some of the men going to work at the Locust Run Colliery were driven back by a mob. The same day the party molested the platform men at Locust Run Colliery and drove two miners home.

June 9.—One of the workmen at Eagle Hill Colliery attacked by two discharged men.

June 12.—At about half-past three o'clock P. M. Robert Gilgore and James O'Leary, contractors at the Oakdale Colliery, left the mines to return to Forestville, their residence. As they were crossing the mountain lying between Oakdale and Forestville, they were fired upon from the bushes by three men armed with shot guns. O'Leary was shot in the arm in three places; Gilgore received a great number of shot in his arms, hands, and lower limbs. The persons who made the attack were unknown to Gilgore and O'Leary.

June 28.—About five o'clock in the morning William Thomas was attacked in the stable of the Shoemaker Colliery, near Mahanoy City, by seven strange men, firing at him several times, striking him in three places, in the neck, leg, and about the front of the body. During the firing a horse was killed and a mule was shot in the leg. Thomas' injuries were not dangerous. John Blair, engineer, and Thomas Chapman, stable boss, were in the stable at the time.

July 4.—At the Centralia Colliery the night engineer of pumping engine was fired upon by two men from door of engine-house, but was not injured. The two former engineers, James McBraerty and Patrick Devine, had struck against a reduction of wages, and the man fired at had taken one of their places.

July 6.—About 2:30 o'clock in the morning, Police Officer Frank Yost, of the Tamaqua Police, was shot by two men in Tamaqua. He lived until about ten o'clock that morning. Officer McCaron, who was standing across the street, fired at the men, but hit neither of them. At the time Yost was shot he was on a ladder, at a lamp-post turning off the gas. The night was very dark.

July 15.—Another attempt was made to assassinate William Thomas. He had just got into a passenger car at the Lehigh Valley Railroad depot, at Mahanoy City, for the purpose of going home to Shoemaker's Colliery, when he noticed several rough-looking men watching him. Immediately surmising their object he started to go out of the car, the train just leaving the depot, and, as he jumped from the car, a shot was fired at him from the platform, but without effect. This party were also strangers.

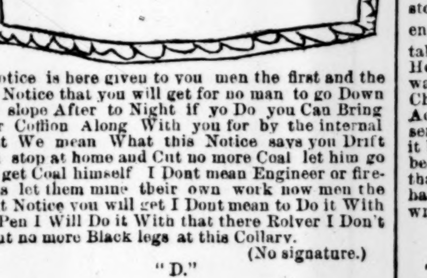
"A."

Mr. John Taylor:—Please leave Glen Carbon or if you dont you will suffer; by order of the B. S. H. We will give you one week to go but if you are alive on next Saturday you will die: Remember and leave. (No signature.)

"B."

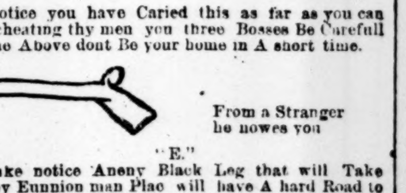
Now men i have warented ye before and i willnt warind you no mor—but i will gwrintee yo the will be the report of the revolver.

"C."

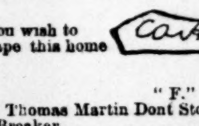


Notice is here given to you men the first and the last Notice that you will get for no man to go Down this slope After to Night if yo Do you Can Bring your Coffion Along With you for by the internal Crist We mean What this Notice says you Drift man stop at home and Cut no more Coal let him go and get Coal himself I Dont mean Engineer or firemans let them mine their own work now men the Next Notice you will get I Dont mean to Do it With my Pen I Will Do it With that there Rolver I Don't Want no more Black legs at this Collary.
(No signature.)

"D."



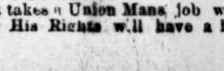
Notice you have Caried this as far as you can By cheating thy men you three Bosses Be Carefull if the Above dont Be your home in A short time.



From a Stranger he nowes you

"E."

Take notice Aneny Black Leg that will Take Aney Eunnion man Plac will have A hard Road to travel you will Rot in this shape

if you wish to Escape this home  Coal

By a stranger.

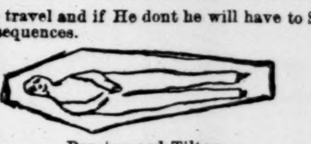
"F."

If Thomas Martin Dont Stop we will burn down his Breaker. (No signature.)

"G."

NOTICE.

Any blackleg that takes a Union Mans job while He is standing for His Rights will have a hard Road to travel and if He dont he will have to Suffer the consequences.



Beacher and Tilton.

"H."

NOTICE.

Any man Starting to Work on the rail road now going to begin under the basis will have to Stand the consequences. So black legs to notice.

M. M. N.

Black Legs Take Notice—
that you are in danger of your Life by working in the mines without the Consent of the union men of Swatara Branch 14 Dis
at Middle Crick mines.

I.

Frackville Dec. 28, 1874

J. H. Olhausen
Supt
Dear Sir
At a special meeting of Branch No. 3 of the M. W. B. Ass. Members of the Branch comprising the whole working force of the Road Plane and Level, that they have decided to quit work at 6 P. M. New Year eve for to attend their first Annual Ball. Hoping that you will arrange accordingly with this committee who will present you with this copy
I remain Yours truly
W. F. Payne Prest
Chas Hartsog Secty

II.

Gordon Feb 9, 1875.

The employees of gordon members of the M. W. B. A. of gordon do petition officers of the M. H. M. S. divission to grant us the privilege of going to work at 7 o'clock A. M. but no later than seven but are willing to go to work before seven if the officers want us to do so 2nd that when engine or crew goes out at 7 o'clock A. M. and comes in at 6 o'clock P. M. that they receive a day for it the same as they get on other parts of the divission 3nd when an engine with a regular crew is sent to work on another part of this divission the crew belongs to said engine to go along with her for it has been a practice when an Engine was wanted at Shamokin and other parts of the divission the engine was sent and the regular crew of said engine had to lay off the employees as gordon do ask as a favor the officers of this divia sion to have those matters settled we remain
Respectfully your Committe.
P. H. Nolan T. J. Smith
C. A. Miller C. S. Wilson

III.

Moh Plane Mar. 19 1875
J. H. Olhausen Supt

The following resolution were passed by Branch No. 3, of M. & W. B. Ass. That all Branches of Industry cease work to-morrow morning Sat. Mar 20 | 75 and will not work till such members as were discharged are reinstated.
By order of the Branch
Chas. Hartsog
Secty

IV.

(Notice found posted at Locust Summit, March 31, 1875.)

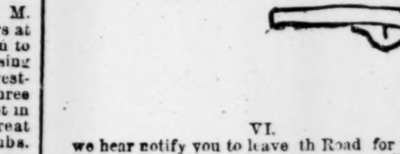
NOTICE

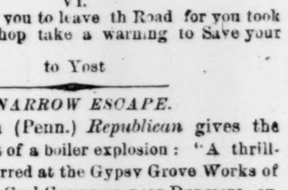
Mr Black-legs if you don't leave in 2 days time you meet your doom their will Bee an open war imeateatly

V.

(Notice found in yard of D. Pachen, engineer, Cressona.)

from the gap Daniel Patch
remember you will be running in this coal ragion at night you took an nother mans engine we will give you fair warning in time and some more.
V. L. M. M. H. S. T.





VI.

we hear notify you to leave th Road for you took a nother man chop take a warning to Save your life
to Yost

A NARROW ESCAPE.

The Scranton (Penn.) *Republican* gives the following account of a boiler explosion: "A thrilling accident occurred at the Gypsy Grove Works of the Pennsylvania Coal Company, near Dunmore, on Friday evening last, which narrowly escaped resulting in a most appalling tragedy. The accident was the explosion of a large boiler of the locomotive type, employed in connection with the hoisting engine at the mouth of the new shaft—No. 4—which the company is sinking in that vicinity, and was caused by a defect in the safety valve. The building in which the boiler was located was torn to fragments, which were flung to a distance of several hundred yards. The shattered boiler was flung high in the air, and descended with a thud on the brink of the shaft, in which six men were working at a depth of some seventy feet. Startled by the shower of débris that was sent rattling down the pit a moment previous, the workmen looked up in horror, expecting every moment a death from which there was no avenue of escape. A foot more and the immense boiler would have come crashing upon them with fatal force. As soon as the effect of the explosion had passed away they were drawn out of the pit in a bucket, by means of a windlass improvised for the occasion. It is needless to say that they were overjoyed at their escape from a horrible death."

DEATH OF THE ELEPHANT EMPRESS.

The Philadelphia *Bulletin* has the following in its issue of Tuesday evening: "The big elephant at the Zoological Garden in the park is dead. She was one of the largest elephants in the world, and was very old—considerably over a century, it is believed. She has been very feeble for some time past, and she created quite a sensation a couple of months ago by settling her body down to the earth and giving every indication of serious illness. From this position she was raised, but her gait was tottering, and occasionally, when walking for exercise, her knees doubled up, and she was seized with an inclination to lie down. The huge beast improved, however, and it was thought that she would recover altogether from her indisposition. The sequel shows that her frame was shattered, and that the illness referred to was the herald of a speedy death. The Empress was purchased by the society on the 31st of December, 1874, being taken from the Winter quarters of O'Brien's Menagerie, at Frankford, to which she previously belonged."

A DRIED CHINAMAN.

The Portland *Oregonian* tells this ghastly story: "Yesterday, while Chief Lappeus was walking leisurely up Alder street, in the vicinity of some Chinese quarters, he was surprised to observe the somewhat ghastly spectacle of a pair of human hands dangling by a string from the second-story window of a Chinese tenement. The officer entered the building and ordered the occupants to take the hands in, out of the gaze of the public. He then demanded an explanation of the affair, and was told that the hands belonged to the body of a Chinaman who died some time ago at Lewiston. According to an established custom, the body was sent down to Portland for the purpose of shipping it back to China. When the body reached here it became necessary to cut it up into pieces to-day so that it might occupy the least possible space. The hands after being severed from the arms at the wrists, were hung up in the sun to dry."

ALL BOYS.

The Pottsville (Penn.,) *Miners' Journal* puts the following on record with manifest pride and delight: "Some thirteen or fourteen years ago thirteen boys of this borough began to associate together, and continued a crowd of firm friends. As the years rolled on and brought them to man's estate, they each and all took up with the notion which has existed since the creation, that it is not good for man to be alone, and all have married. All of them are now fathers. The strangest part of the story of their lives is the fact that the first born of each and every one of these friends was a boy. The last of the thirteen boys was born a day or two ago."

ONE HUNDRED AND FIFTEEN YEARS OLD.

Mrs. Jane Ann Buhler, a colored woman, familiarly known as Aunt Jane, resides in Pottsville, Penn., and the *Miners' Journal* asserts unhesitatingly that on Tuesday last, 3d inst., she celebrated her 115th birthday. She has been compelled to lie in bed continually for the last two years up to within a few weeks past. She now sits up, and is as light-hearted as ever. She was born and raised in Bridgetown, N. J., was married at the age of twenty-one, and has been the mother of eight children, only one of whom, a daughter, is now alive. Her husband died nearly fifty years ago.

TOOMBS' SLAVES.

A correspondent tells this fanciful story. "We have here a colored minister by the name of Graves. He was a slave of Robert Toombs, and was made free by the proclamation. He has just made a visit to Bunker Hill. Under the shadow of the granite column the old man stood bare headed, called his own name, and answered 'here.' 'But I am a free man by the grace of God and the proclamation of the martyr President.'"

SHIPPING.

CUNARD LINE B. & N. A. R. M. S. P. CO.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston, crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42, or nothing to the north of 42.

FROM NEW-YORK FOR LIVERPOOL AND QUEENSTOWN.

BOTHNIA..WED.. Aug. 11 | ALGERIA....WED., Aug. 25
ABYSSINIA..WED.. Aug. 18 | SCYTHIA....WED., Sept. 1

Steamers marked * do not carry steerage passengers.

Cabin passage, $80, $100, and $130, gold, according to accommodation. Return tickets on favorable terms.

Steerage tickets to and from all parts of Europe at current rates. Freight and cabin office, No. 4 Bowling green. Steerage office, No. 111 Broadway, (Trinity Building.) CHAS. G. FRANCKLYN, Agent.

WHITE STAR LINE.

FOR QUEENSTOWN AND LIVERPOOL, CARRYING UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS.

Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

BRITANNIC..............SATURDAY, Aug. 7, at 9 A. M.
GERMANIC...............SATURDAY, Aug. 14, at 3 P. M.
ADRIATIC...............SATURDAY, Aug. 21, at 8 A. M.
BALTIC.................SATURDAY, Aug. 28, at 3 P. M.

From White Star Dock, Pier No. 52 North River.

These steamers, the fastest in the trade, are uniform in size and unsurpassed in appointments. The saloon, staterooms, smoking and bath rooms are amidships where the noise and motion are least, affording a degree of comfort hitherto unattainable at sea.

Rates—Saloon, $80 and $100, gold; return tickets on favorable terms; steerage, $28.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York. R. J. CORTIS, Agent.

INMAN LINE.—FIXED SOUTHERLY COURSE.

Royal Mail Steamers are appointed to sail as follows:

FOR QUEENSTOWN AND LIVERPOOL.

CITY OF BROOKLYN.....Saturday, Aug. 7, at 9 A. M.
*CITY OF CHESTER......Saturday, Aug. 14, at 2 P. M.
CITY OF MONTREAL.....Saturday, Aug. 21, at 8 A. M.
*CITY OF BERLIN.......Saturday, Aug. 28 at 2 P. M.
*CITY OF RICHMOND.....Saturday, Sept. 4, at 8 A. M.

and each succeeding Saturday from Pier No. 45 North River.

RATES OF PASSAGE.

CABIN...........$60, $80 and $100, Gold

Steamers marked * have no $60 accommodation.

STEERAGE...........$28, Currency

Drafts issued at low rates.

For cabin passage and general business apply at the company's office, No. 15 Broadway.

For Steerage passage at No. 33 Broadway, or Pier No. 45 North River. JOHN G. DALE, Agent.

FOR LIVERPOOL,

(Via Queenstown,)

CARRYING THE UNITED STATES MAIL.

TUESDAY.

Leaving Pier No. 46 North River as follows:

DAKOTA..............Aug. 10, at 12 M.
WISCONSIN...........Aug. 17, at 3 P. M.
WYOMING.............Aug. 24, at 11 A. M.
IDAHO...............Aug. 31, at 3 P. M.
MONTANA.............Sept. 7, at 10 A. M.
NEVADA..............Sept. 14, at 3 P. M.

For steerage and intermediate tickets, at current rates, apply at No. 29 Broadway. For cabin passage, at $80 or $65, gold, (according to stateroom,) apply at No. 63 Wall st.

WILLIAMS & GUION.

NORTH GERMAN LLOYD.

STEAM-SHIP LINE BETWEEN NEW-YORK, SOUTHAMPTON, AND BREMEN.

Company's Pier, foot of 2d st., Hoboken.

RHEIN.........Aug. 7 | NECKAR.........Aug. 21
ODER..........Aug. 14 | MOSEL..........Aug. 27

RATES OF PASSAGE FROM NEW-YORK TO SOUTHAMPTON, HAVRE, OR BREMEN:

First cabin................$100 gold.
Second cabin................60 gold.
Steerage....................30 currency.

Return tickets at reduced rates. Prepaid steerage certificates, $32 currency. For freight or passage apply to OELRICHS & CO., No. 2 Bowling green.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMERS BETWEEN NEW-YORK AND HAVRE.

The splendid vessels on this favorite route for the Continent (being more southerly than any other,) will sail from Pier No. 50 North River, as follows:

*PEREIRE, Daure...............Saturday, Aug. 7.
FRANCE, Trudelle..............Saturday, Aug. 21.
*VILLE DE PARIS, Lachesney....Saturday, Sept. 4.

PRICE OF PASSAGE IN GOLD, (including wine,) first cabin, $120 and $110, according to accommodation. Second cabin, $72; third, $40. Return tickets at reduced rates. Steerage, $26, with superior accommodation, including all necessaries without extra charge. Steamers marked thus * do not carry steerage passengers. GEORGE MACKENZIE, Agent, 55 Broadway.

STEAMER PEREIRE FOR HAVRE, WILL leave Pier No. 50 North River, foot of Morton st., on SATURDAY, Aug. 7, at 9:30 o'clock. Passengers are requested to be on board at 8:30 o'clock.
GEORGE MACKENZIE, Agent.

NATIONAL LINE.

From Piers Nos. 44 and 47 North River.

FOR LONDON DIRECT.

GREECE...............Saturday, Aug. 7, 9 A. M.

FOR QUEENSTOWN AND LIVERPOOL.

Egypt, Aug. 7, 9 A. M. | Spain, Aug. 21, 8 A. M.
Queen, Aug. 14, 3 P. M. | Erin, Aug. 28.

Cabin passage, $70 and $80, currency. Steerage at greatly reduced price. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool at the lowest rates. Apply at the company's office, No. 69 Broadway.
F. W. J. HURST, Manager.

ANCHOR LINE. CARRYING U. S. MAIL.

NEW-YORK AND GLASGOW.

UTOPIA..........Sails SATURDAY, Aug. 7, 9 A. M.
ETHIOPIA........Sails SATURDAY, Aug. 14, 2 P. M.

NEW-YORK TO GLASGOW, LIVERPOOL, OR LONDONDERRY.

Cabin passage, $65, $75, and $80, currency.

Intermediate and Steerage at lowest rates.

Company's offices, No. 7 Bowling green.
HENDERSON BROTHERS, Agents.

WILSON'S LINE FOR SOUTHAMPTON AND HULL.

To be dispatched from Pier No. 44 East River:

OTHELLO.........Aug. 17 | HINDOO.........To follow
COLOMBO.........Aug. 31 | NAVARINO.......To follow

First cabin, $70, currency; second cabin, $45, currency; excursion tickets on very favorable terms. Through tickets issued to Continental and Baltic ports. Apply for full particulars to CHARLES L. WRIGHT & CO., No. 56 South st.

ATLAS MAIL LINE.

BI-MONTHLY SERVICE TO JAMAICA, HAYTI, COLOMBIA, and VENEZUELA. First-class, full-powered iron screw steamers, from Pier No. 51, North River:

FOR KINGSTON and COLOMBIA:

ETNA..........................Aug. 13
ALPS..........................Aug. 31

FOR HAYTI and VENEZUELA:

ANDES.........................Aug. 21
ATLAS.........................Sept. 10

Superior first-class passenger accommodation.

PIM, FORWOOD & CO., Agents,
No. 56 Wall st.

FOR SAVANNAH, GA.,

THE FLORIDA PORTS,
AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE, CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

WEDNESDAYS AND SATURDAYS.

GENERAL BARNES, Capt. CHEESMAN, SATURDAY, Aug. 7, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling green.

ASHLAND, Capt. WHITEHURST, WEDNESDAY, Aug. 11, from Pier No. 12 North River, at 3 P. M.
R. LOWDEN, Agent,
No. 93 West st.

H. LIVINGSTON, Capt. MALLORY, SATURDAY, Aug. 14, from Pier No. 43 North River, at 3 P. M.
WM. R. GARRISON, Agent,
No. 5 Bowling green.

LEO, Capt. DANIELS, WEDNESDAY, Aug. 18, from Pier No. 16 East River, at 3 P. M.
MURRAY, FERRIS & CO., Agents,
No. 62 South st.

Insurance by this line ONE-HALF PER CENT.

Superior accommodation for passengers.

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Railroad and Florida steamers.
GEORGE YONGE, Agent,
Central Railroad of Georgia,
No. 409 Broadway.

THE GREAT SOUTHERN FREIGHT AND

PASSENGER LINE FOR CHARLESTON, S. C., THE FLORIDA PORTS and the SOUTH AND SOUTH-WEST, SAILING SEMI-WEEKLY AT 3 P. M., from Pier No. 29 North River.

REGULATOR..................Thursday, Aug. 5
MANHATTAN..................Saturday, Aug. 7

Superior accommodations for passengers.

☞ Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of
JAMES W. QUINTARD & CO., Agents,
No. 177 West st., (corner of Warren,)
or W. P. CLYDE & CO.,
No. 6 Bowling green.
BENTLEY D. HASELL,
General Agent Great Southern Freight Line,
No. 317 Broadway.

FOR ST. THOMAS AND BRAZIL.

THE UNITED STATES AND BRAZIL MAIL STEAM-SHIP COMPANY.

regular mail steamers SAILING 23D OF EVERY MONTH making close connections at RIO DE JANEIRO with the English and French mail steam-ships for MONTEVIDEO and BUENOS AYRES.

The splendid steam-ship SOUTH AMERICA, Capt. E. L. TINKLEPAUGH, will sail from PIER No. 43 NORTH RIVER, on MONDAY, Aug. 23, at 3 o'clock P. M., calling at ST. THOMAS, PARA, PERNAMBUCO, BAHIA, and RIO DE JANEIRO, going and returning.

First cabin passage to St. Thomas, $100; to Para, $150; to Pernambuco, $200; to Bahia, $210, and to Rio de Janeiro, $225, gold. Steerage half price. EXCURSION TICKETS, good for six months, at three-quarters of above rates. Freights greatly reduced.

Direct communication to St. Croix, via St. Thomas.

Apply to WM. R. GARRISON, No. 5 Bowling Green.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from impositon, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 4 Rue d'Alger, near the Tuileries Garden, Paris.

UNITED STATES PASSPORT BUREAU.—United States passports indispensable to travelers, issued by J. B. NONES, Passport Agent, No. 91 Duane st., corner Broadway.

SHIPPING.

STATE LINE.

NEW-YORK TO GLASGOW, LIVERPOOL, DUBLIN, BELFAST, AND LONDONDERRY.

These first-class full-powered steamers will sail from Company's Pier, No. 36 North River, as follows:

STATE OF PENNSYLVANIA......Wednesday, Aug. 11
STATE OF INDIANA, Capt. SADLER......Wed., Aug. 25
STATE OF VIRGINIA..........Wednesday, Sept. 1
STATE OF GEORGIA, Capt. COOPER......Wed., Sept. 8

And every Wednesday thereafter. First cabin, $70, $80, and $90; return tickets, $140. Second cabin, $50; return tickets, $90. Steerage at lowest rates.

Apply to AUSTIN BALDWIN & CO., Agents,
No. 72 Broadway, New-York.

Steerage office, No. 45 Broadway.

PACIFIC MAIL S. S. LINE.

FOR CALIFORNIA, JAPAN, AND CHINA.

Sailing from Pier No. 42 North River,
For Aspinwall,

COLON..............................Aug. 14, 12 M.

touching at all Central American and Pacific ports.

EXCURSION TICKETS
TO THE CHILIAN EXPOSITION AND RETURN,
Good till March, 1876, $351, gold.
Outward, only $221, gold.

From San Francisco for Japan and China.

CITY OF PEKING........................Sept. 1

For freight or passage apply at Pier No. 42 North River. H. J. BULLAY, Superintendent.

NEW-YORK AND HAVANA

DIRECT MAIL LINE.

These first-class steam-ships sail regularly at 3 P. M. from Pier No. 13 North River, as follows:

COLUMBUS, Capt. E. C. REED.......TUESDAY, Aug. 10
CRESCENT CITY....................THURSDAY, Aug. 19

Accommodations unsurpassed. For freight or passage apply to WM. P. CLYDE & CO., No. 6 Bowling green; McKELLER, LULING & CO., Agents in Havana.

WEEKLY FLORIDA LINE.

For Port Royal, S. C.; Fernandina, Fla.; Brunswick, Ga., the favorite and well-known steamer HUNTSVILLE, Chester, Master, having superior accommodations for passengers, will sail THURSDAY, Aug. 5, from Pier No. 3 North River, at 3 P. M., for above ports, making connections with all points South and South-west, via Port Royal, the Florida and Brunswick Railroads.

First-class passage to Fernandina..............$20 00
First-class passage to Jacksonville............22 50
First-class passage to Augusta.................20 00
First-class to Albany..........................20 00

Through tickets issued to all points South and South-west.

For freight or passage, apply to
HERM. GELPCKE,
No. 5 William st.

NEW-YORK, HAVANA, AND MEXICAN MAIL S. S. LINE.

Steamers leave Pier No. 3 North River at 3 P. M.

FOR HAVANA DIRECT.

CITY OF MERIDA...................Tuesday, Aug. 3
CITY OF VERA CRUZ................Thursday Aug. 5
CITY OF NEW-YORK.................Thursday, Aug. 12

FOR VERA CRUZ AND NEW-ORLEANS.

CALLING AT HAVANA, PROGRESO, CAMPEACHE, TUSPAN AND TAMPICO.

CITY OF MERIDA...................Tuesday, Aug. 3

For freight or passage apply to
F. ALEXANDRE & SONS,
Nos. 31 and 33 Broadway.

Steamers will leave New-Orleans Aug. 7 and Aug. 26 for Vera Cruz and all the above ports.

STEAM-BOATS.

SARATOGA RACES.

EXCURSION VIA

PEOPLE'S LINE

FOR ALBANY AND SARATOGA. Leaves daily at 6 P. M. (Sundays excepted) from Pier No. 41 North River, foot of Canal street.

SPECIAL NOTICE.—On Saturday, July 3, and every Saturday until further notice, the steamers of this line will leave at 5 P. M. instead of 6 P. M., as heretofore, in order to connect at Albany with the Sunday morning train for Saratoga and the West.

Excursion tickets, which must be purchased at the office on the wharf—to Albany and return, $3; to Saratoga and return, good till Sept. 1, $5.

FALL RIVER LINE

FOR BOSTON,

VIA NEWPORT AND FALL RIVER.

Daily (SUNDAYS, June 27, to Aug. 29, inclusive,) at 5 P. M., from Pier No. 28 North River, foot of Murray st.

THE WORLD-RENOWNED STEAMERS

BRISTOL AND PROVIDENCE.

HALL'S CELEBRATED BANDS ENGAGED FOR THE SEASON.

Tickets and state-rooms secured at principal hotels and ticket offices and on the pier.
BORDEN & LOVELL, Agents, New-York.
GEO. L. CONNOR, General Passenger Agent.

PROVIDENCE & STONINGTON

STEAM-SHIP COMPANY.

Consolidation of STONINGTON Line and PROVIDENCE Line between NEW-YORK and BOSTON.

STONINGTON LINE

For Providence, Newport, and Boston.

The elegant Steamers RHODE ISLAND, Tuesdays, Thursdays, and Saturdays; and NARRAGANSETT, Mondays, Wednesdays, and Fridays, leave Pier No. 33 North River, foot of Jay st., at 5 P. M.

Through tickets to all principal points in New-England and the Provinces may be obtained at Railroad Depots and Hotel Ticket Offices. State-rooms may be secured in advance at the Offices of Westcott Express Company and No. 319 Broadway.

PROVIDENCE LINE,

Via Providence Direct.

The staunch and powerful Steam-ships ELECTRA, Mondays, Wednesdays, and Fridays; and GALATEA, Tuesdays, Thursdays, and Saturdays, leave Pier No. 27 North River, foot of Robinson st., at 5 P. M. Direct route for Worcester and all Northern points via Worcester.

Freight via either line taken at lowest rates.

D. S. BABCOCK, President.
L. W. FILKINS, General Passenger Agent.

HELEN,

Capt. J. S. THROCKMORTON, for Red Bank and intermediate stations, Pier 35 North River, foot Franklin st.

LEAVE NEW-YORK.	LEAVE RED BANK.
Wednesday, 4th. 7:00 A. M.	Monday, 2d.......3:00 P. M.
Thursday, 5th...3:30 P. M.	Wednesday, 4th. 3:00 P. M.
Friday, 6th.......12:00 M.	Thursday, 5th....8:30 A. M.
Saturday, 7th...12:30 P. M.	Friday, 6th........6:30 A. M.
Monday, 9th......1:30 P. M.	Saturday, 7th.....6:30 A. M.
Tuesday, 10th....2:30 P. M.	Monday, 9th.......7:00 A. M.

SEA BIRD.

Capt. H. B. PARKER, for Red Bank and intermediate stations, Pier No. 35 North River, foot of Franklin st.

LEAVE NEW-YORK.	LEAVE RED BANK.
Friday, 6th.......7:00 A. M.	Friday, 6th.......11:30 A. M.
Saturday, 7th....8:30 A. M.	Saturday, 7th...12:30 P. M.
Sunday, 8th......8:00 A. M.	Sunday, 8th.....12:30 P. M.

On SATURDAY, Aug. 7, S. H. Crook's Cornet Band will accompany this boat from New-York and return. Excursion tickets, $1.

ALBANY AND TROY BY DAYLIGHT.—DAY BOATS C. VIBBARD AND DANIEL DREW leave Vestry st., Pier No. 39 North River, daily (Sundays excepted) at 8:35, and 24th st. at 9 A. M., landing at West Point, Cornwall, Newburg, Poughkeepsie, Rhinebeck, Catskill, and Hudson. TICKETS ON SALE FOR POINTS NORTH AND WEST. Trip tickets to West Point, Cornwall, and Newburg, returning same day, $1. Special trains to and from Saratoga: To Saratoga, $3 20; Round Trip, $5 40.

NORTH RIVER AND NEW-YORK STEAM-boat Line, Pier No. 34 N. R.—Steamer CHRYSTENAH leaves daily at 3:30 P. M., landing at 24th st., for Yonkers, Tarrytown, Nyack, Rockland Lake, Haverstraw, Verplanck's, Tompkins Cove, and Peekskill. The ADELPHI at 4 P. M., landing at 24th st., for Englewood, Yonkers, Hastings, Nyack, Sing Sing, and Haverstraw. The ALEXIS at 5 P. M. for 155th st., Fort Washington, Englewood, Yonkers, Hastings, Tarrytown, and Nyack. For particulars inquire of E. LANE, Agent, on Pier No. 34. No Sunday boat.

LLOYD'S DOCK, OYSTER BAY, LAUREL-TON, AND JONES' DOCK.—The steamer SAPPHO, Capt. Jay L. Clark, will leave New-York daily, (Sundays excepted,) for all the above places, from Pier No. 27 East River, upper side Peck slip, at 3:30 P. M., and foot 33d st., East River, at 3:45 P. M. Returning to New-York, from Jones' Dock, at 6:15 A. M.; Laurelton, 6:20 A. M.; Oyster Bay, 7 A. M.; Lloyd's Dock, 7:15 A. M.

Fare, all landings, 60 cents.

NEWBURG, CORNWALL, WEST POINT, COZZENS' HOTEL DOCK, IONA ISLAND.

Daily (Sundays excepted) by steamboat ARMENIA, from BROOKLYN, Fulton st., at 8:45 A. M.; Vestry st., New-York, 9:10; 24th st., 9:30, landing at Manhattanville, 9:55; Yonkers, 10:35; Dobb's Ferry, 11; Nyack and Tarrytown, (by ferry-boat), 11:25. Returning from Newburg at 2:30 P. M., reaching New-York at 6:30 and Brooklyn at 7 P. M.

FOR NEW-HAVEN, HARTFORD, SPRING-FIELD, WHITE MOUNTAINS, MONTREAL, AND INTERMEDIATE POINTS.—Steamer leaves Peck Slip daily (Sunday excepted) at 3 P. M.; 23d st., East River, 3:15 P. M., connecting with special train at New-Haven. Night boat leaves Peck Slip at 11 o'clock. Tickets sold and baggage checked at No. 944 Broadway, New-York, and No. 4 Court st., Brooklyn.

REGULAR SUNDAY MORNING BOAT FOR NEWBURG, landing at Yonkers, Iona Island, West Point, Cold Spring, and Cornwall. The favorite steamer LONG BRANCH, (formerly the Sleepy Hollow,) Capt. JOHN LYNCH, leaves Fulton Ferry, Brooklyn, at 8 A. M.; West 10th st., North River at 8:30, and 23d st., North River, at 9 A. M. Fare for the excursion, $1.

CITIZENS' LINE STEAM-BOATS FOR TROY, connecting with all railway lines North and West. Elegant steam-boats leave daily, Saturday excepted, at 6 P. M. from Pier No. 49, North River, foot of Leroy st. Through tickets sold over all connecting lines.
JOSEPH CORNELL, Superintendent.

FOR RONDOUT AND KINGSTON, LANDING at Highland Falls, (near West Point,) Cornwall, Newburg, Marlborough, Milton, Highland, (New-Paltz,) and Esopus, the steam-boat THOMAS CORNELL, every Tuesday, Thursday, and Saturday, leaving Harrison st., Pier No. 34 North River, at 4 P. M.

FOR RONDOUT AND KINGSTON, LANDING at Cozzens', (West Point,) Cornwall, Newburg, Marlborough, Milton, Poughkeepsie, West Park, and Esopus, the steam-boat JAMES W. BALDWIN, every Monday, Wednesday, and Friday, leaving Harrison st., Pier No. 34, North River, at 4 P. M.

FOR WEST POINT, NEWBURG, POUGH-KEEPSIE, RONDOUT, KINGSTON, COZZENS, CORNWALL, MILTON, NEW-HAMBURG, AND (MARLBORO' by ferry,) THE STEAMER MARY POWELL leaves Vestry st., Pier No. 39, North River, daily at 3:30 P. M.

CATSKILL.—BOATS UP THE CREEK.—NEW CHAMPION and WALTER BRETT daily (Sunday excepted) from Canal st. at 6 P. M. Fare 50c. Connecting with Churchill's line of stages for Cairo, Durham, Windham, and all points west.

FOR GREENWICH AND NORWALK.—THE favorite steam-boat NELLY WHITE leaves every week day at 3:30 P. M., from Market st., Pier No. 37, and foot of 33d st. at 3:45. Leaves Norwalk at 6:50 and Greenwich at 8 A. M. Fare, 50 cents.

STEAMBOATS.

OPPOSITION CATSKILL LINE.

STEAMERS
ANDREW HARDER, Capt. I. H. Pents,
J. B. SCHUYLER, Capt. C. D. Hancox,
Leave Franklin st., Pier No. 35 North River, every day (Sundays excepted) at 6 P. M.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroad.—Fare, $1. Steamers leave Catharine-slip at 11:30 A. M.

RAILROADS.

PENNSYLVANIA RAILROAD.

THE GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.

Trains leave New-York from foot of Desbrosses and Courtlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 9:30 A. M., 5 and 8:30 P. M. Sunday, 5 and 8:30 P. M.

For Williamsport and Lock Haven, (via Philadelphia and Erie Railroad Division, connecting at Philadelphia,) 9:30 A. M. For Williamsport, Lock Haven, Corry, and Erie, 8:30 P. M., connecting at Corry for Titusville, Petroleum Centre, and the Oil Regions.

For Baltimore, Washington and the South, "Limited Washington Express" of Pullman Palace Cars daily, except Sunday, 9:30 A. M.; arrive Washington, 4:10 P. M. Regular at 8:40 A. M., 3 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 7, 7:30, 8:40, 9:30 A. M., 12:30, 3, 4, 4:10, 4:50, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 4:50, 5, 7, 8:30, and 9 P. M. Emigrant and second class, 7 P. M.

For Newark at 6, 6:30, 7, 7:40, 8, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 5, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 7, and 8:10 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 9, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 4:50, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 7, and 8:10 P. M.

For Rahway, 6, 6:30, 7, 7:40, 8, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 4:50, 5:20, 5:40, 6, 6:10, 6:30, 7, 8:10, 10 P. M., and 12 night. Sunday 5:20 and 7 P. M.

For Woodbridge, Perth Amboy, and South Amboy, 6 and 10 A. M., 2:30, 4:50, and 6 P. M.

For New-Brunswick, 7 and 8 A. M., 12 M., 2, 3:10, 4:10, 5:20, 6:10, 7 P. M., and 12 night. Sunday 7 P. M.

For East Millstone, 12 noon, 3 and 5:20 P. M.

For Kingston and Rocky Hill, 8:40 A. M. and 4:10 P. M.

For Princeton, 7, 8:40 A. M., 12:30, 2, 4:10, and 7 P. M.

For Lambertville, 9:30 A. M., 2, 4:10 and 5 P. M.

For Flemington, Phillipsburg, and Belvidere, 9:30 A. M., and 2 P. M.

For Mercer and Somerset Branch, 3 P. M.

For Trenton, Bordentown, Burlington, and Camden, 7:30 and 9:30 A. M., 12:30, 2, 4, 5, and 7 P. M.

For Freehold, 7:30 A. M., 2, 3, and 4:10 P. M.

For Farmingdale and Squan, 7:30 A. M. and 2 P. M.

For Farmingdale, on Saturdays only, 7 P. M.

For Hightstown, Pemberton, and Camden, via Perth Amboy, 2:30 P. M.

For Hightstown and Pemberton, 6 A. M.

Trains arrive as follows: From Pittsburg, 6:55 and 10:30 A. M. and 9:20 P. M., daily; 10:15 A. M. and 6:50 P. M., daily, except Monday. From Washington and Baltimore, 6:20 A. M., 4:15, 5:15, and 10:27 P. M. Sunday 6:20 A. M. and 10:27 P. M. From Philadelphia, 5:10, 6:20, 6:55, 10:15, 11:20, 11:54 A. M., 2:15, 4:15, 5:15, 6:10, 6:50, 7:35, 8:44, 9:20, 10:27 P. M. Sunday 5:10, 6:20, 6:55, 11:54 A. M., 6:50, 9:20, and 10:27 P. M.

Ticket Offices, Nos. 526 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Courtlandt sts.; No. 4 Court st., Brooklyn; Nos. 114, 116, and 118 Hudson st., Hoboken. Emigrant Ticket Office, No. 8 Battery place.

FRANK THOMSON, General Manager. D. M. BOYD, Jr., General Passenger Agent.

CENTRAL RAILROAD OF NEW JERSEY,

ALLENTOWN LINE TO THE WEST.

Passenger and freight station in New-York, foot of Liberty st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing May 31, 1875.—Leave New-York as follows: 5:30 A. M.—News Train for Easton, Bethlehem, Bath, Allentown, Mauch Chunk, Tamaqua, Tamanend, Wilkesbarre, Scranton, &c.

6:15 A. M.—Way train for Somerville and Flemington.

7:45 A. M.—Way train for Easton, connects at Junction with Delaware, Lackawanna and Western Railroad.

9:15 A. M.—MORNING EXPRESS, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington; at Easton for Mauch Chunk, Tamaqua, Towanda, Wilkesbarre, Scranton, &c., with through cars to Danville, Williamsport, &c.

10:30 A. M.—Way Train for Easton, connects at Phillipsburg, for Belvidere.

12:45 P. M.—EXPRESS for Flemington, Easton, Allentown, Mauch Chunk, Tamaqua, Mahanoy City, Hazleton, Wilkesbarre, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:45 P. M.—EXPRESS for Easton, Belvidere, Bath, Mauch Chunk, Wilkesbarre, and Scranton.

3:30 P. M.—Way Train for Plainfield.

4:00 P. M.—Way Train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Delaware, Lackawanna and Western Railroad.

4:30 P. M.—Way Train for Somerville and Flemington.

5:00 P. M.—Way Train for Somerville.

5:15 P. M.—For Plainfield.

5:30 P. M.—EVENING EXPRESS, daily, for Easton, Allentown Mauch Chunk, Wilkesbarre, Towanda, Reading, and Harrisburg.

6:00 P. M.—Way Train for Somerville.

6:30 P. M.—For Plainfield.

7:00 P. M.—For Somerville.

8:30 P. M.—For Easton.

9:30 P. M.—Way Train for Somerville.

12:00 P. M.—For Plainfield.

For Elizabeth at 5:30, 6:15, 6:40, 7:00, 7:30, 7:45, 8:00, 8:45, 9:15, 9:30, 10:30, 11:15, A. M.; 12:00 M.; 12:45, 1:00, 1:45, 2:30, 2:45, 3:00, 3:30, 3:45, 4:00, 4:15, 4:30, 4:45, 5:00, 5:15, 5:30, 5:45, 6:00, 6:10, 6:30, 7:00, 7:30, 8:15, 8:30, 9:30, 10:30, 11:15, 12:00 P. M.

R. E. RICKER, Supt. and Eng.
H. P. BALDWIN, General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY.

ALL RAIL LINE BETWEEN
NEW-YORK AND LONG BRANCH.

Passenger Station, foot of Liberty st., N. R.
Commencing WEDNESDAY, July 7, 1875.

SIX TRAINS EACH WAY DAILY, except Sunday—Passing through Woodbridge, Perth Amboy, South Amboy, Matawan, Middletown and Red Bank.

Leaving New-York at 7:30, 9, 10:30 A. M.; 1, 3:30 5:20 P. M.

RETURNING.

Leave Long Branch at 7:05, 8, 10:05 A. M.; 2:30, 4:10, 6:20 P. M.

In addition to the above an accommodation train leaves New-York for South Amboy at 6:30 P. M. Leave South Amboy for New-York at 6:25 A. M.

Stages connect at Matawan, with all trains, to and from Keyport, and at Long Branch Station, with all trains to and from Ocean Grove and Asbury Park.

H. P. BALDWIN, General Passenger Agent.
R. E. RICKER, Superintendent and Eng'r.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—After June 27, 1875, through trains will leave Grand Central Depot:

8:00 A. M., Chicago and Northern Express, with drawing-room cars through to Rochester. Also Montreal, via Manchester, Vt.

9:00 A. M., Saratoga Special.

10:00 A. M., special Chicago Express, with drawing-room cars to Rochester, Buffalo, and Niagara Falls, arriving at Niagara Falls 11:25 P. M.

11:00 A. M., Northern and Western Express.

3:30 P. M., Saratoga Special, arriving at Saratoga 9:00 P. M.

4:00 P. M., Montreal Express, with sleeping cars from New-York to St. Albans, arriving at Montreal 8:50 A. M.

6:00 P. M., Express, daily, with sleeping cars, for Watertown and Canandaigua.

8:00 P. M., Pacific Express, daily, with sleeping cars, for Rochester, Buffalo, and Niagara Falls; also for Chicago, via both L. S. and M. C. Railroads.

11:15 P. M., Express, with sleeping cars, for Albany, Troy, and Saratoga, arriving at Saratoga 6:30 Sunday morning. Way trains as per local Time Table.

C. H. KENDRICK, General Passenger Agent.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.—Foot of Barclay and Christopher sts.; 8:10 A. M. train, with drawing-rooms cars attached, via Paterson and Boonton, for Manunka Chunk, Portland, Water Gap, Stroudsburg, Scranton, Carbondale, Pittston, Wilkesbarre, Great Bend, Binghamton, Oxford, Norwich, Richfield Springs, Cortland, Homer and Syracuse.

12 M. Easton express for Oxford, Manunka Chunk, Portland, Water Gap and Stroudsburg.

4:10 P. M. Binghamton express, with drawing-room cars attached, stopping at principal stations.

Above trains connect with Sussex Railroad for Andover, Newton, &c., and also make connections for Lake Hopatcong, Budd's Lake and Schooley's Mountain.

ERIE RAILWAY.

Summer Arrangement of through trains June, 1875. From Chambers Street Depot. (For 23d st. see note below.)

9:00 A. M., daily, except Sundays, Cincinnati and Chicago Day Express. Drawing-room coaches to Buffalo and sleeping coaches to Cincinnati and Detroit.

10:45 A. M., daily, except Sundays, Express Mail for Buffalo and Niagara Falls. Sleeping coach to Buffalo.

7:00 P. M., daily, Pacific Express to the West. Sleeping coaches through to Buffalo, Niagara Falls, Cincinnati, Detroit, and Chicago without change.

7:00 P. M., except Sundays, Western Emigrant train.

Above trains leave Twenty-third Street Ferry at 8:45 and 10:15 A. M., and 6:45 P. M.

For local trains, see time-tables and cards in hotels and depots.

JNO. N. ABBOTT, General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

After June 28, 1875, trains leave Grand Central Depot (42d st.) for New-Canaan Railroad at 8:05 A. M., 1:00 and 4:40 and 5:40 P. M.; Danbury and Norwalk Railroad at 8:05 A. M., 3:15 and 4:40 P. M.; Naugatuck Railroad at 8:05 A. M. and 3:00 P. M.; Housatonic Railroad at 8:05 A. M. and 3:00 P. M.; New-Haven and Northampton Railroad at 8:05 A. M. and 3:00 P. M.; For Newport at 8:05 A. M. and 1 P. M.; Boston and Albany Railroad at 8:05 and 10 A. M., 3 and 9 P. M., (7 P. M. on Sunday;) Boston (via Shore Line) at 1 and 10 P. M., (10 P. M. on Sundays.)

Way trains as per local time tables.

J. T. MOODY, Superintendent New-York Division.
E. M. REED, Vice President, New-York.

LEHIGH VALLEY RAILROAD—SUMMER Arrangement—June 28, 1875—Depots foot of Cortlandt and Desbrosses sts.

8:40 A. M. train, through to Elmira, stopping at New-Market, Bound Brook, Phillipsburg, Easton, Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Pittston, Towanda, and intermediate stations; also connects with trains for Reading, Harrisburg, and Pottsville.

12:50 P. M. train, through to Tunkhannock, stopping at the principal intermediate stations. This train has connection also for Mahanoy City, Hazleton, Reading, Pottsville, and Harrisburg.

4 P. M. train, through to Mauch Chunk, stopping at all intermediate stations.

6:30 P. M. train, Night Express, daily, for all principal stations, and connects with trains for Ithaca, Auburn, Rochester, Buffalo, Niagara Falls, Suspension Bridge, and the West. Pullman's sleeping coaches attached to this train.

ROBERT H. SAYRE, Superintendent and Engineer.

PHILADELPHIA VIA LONG BRANCH AND THE NEW-JERSEY SOUTHERN RAILROAD.

Fare from New-York to Philadelphia only $2 25, commencing June 28, 1875.

Leave New-York, Pier No. 8 North River, foot of Rector st., for Philadelphia at 9:45 A. M., 1 and 3:30 P. M.; for Long Branch, 7, 9:45 A. M., 1 P. M., 3:30 and 4:45 P. M.

Parlor cars through to Philadelphia on 3:30 P. M. train From foot of 24th st., North River, 12:30 and 3 P. M. SUNDAYS from 24th st. Pier at 9 A. M., Pier No. 8 at 9:30 A. M.

WM. S. SNEDEN, General Manager.

WICKFORD RAILROAD ROUTE TO NEWPORT, R. I.—Passengers for this line take 8:05 A. M. and 1 P. M. express trains from Grand Central Depot, arriving at 4:20 and 8:20 P. M.

THEODORE WARREN, Supt.

SAUCES.

TRADE-MARK

WORCESTERSHIRE SAUCE.

LEA & PERRINS'

CELEBRATED

PRONOUNCED BY CONNOISSEURS TO BE THE "ONLY GOOD SAUCE," And applicable to EVERY VARIETY OF DISH.

EXTRACT of a LETTER from a MEDICAL GENTLEMAN at Madras to his brother at WORCESTER, May 1851.

"Tell LEA & PERRINS that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made."

Worcestershire Sauce.

Sold Wholesale and for Exportation by the Proprietors, LEA & PERRINS, Worcester, England; and Retail by Dealers in Sauces generally throughout the world.

ASK FOR LEA & PERRINS' SAUCE.

At the BREAKFAST TABLE it imparts the most exquisite relish and zest to Hot or Cold Meat Fowl, Fish, Broiled Kidney, &c.

At the DINNER TABLE, in Soup, with Fish, Hot Joints, Game, and in all Gravies, it gives a delightful flavor.

At the LUNCHEON AND SUPPER TABLES it is deemed indispensable by those familiar with its estimable qualities.

From New-York Times.

There is no relish in the world which is so universally liked as Lea & Perrins' famous Worcestershire Sauce.

JOHN DUNCAN'S SONS,
NEW-YORK.

AUCTION SALES.

UNITED STATES MARSHAL'S SALE OF RAILROAD.

In the Circuit Court of the United States, for the District of Kentucky, at Covington.—J. B. ALEXANDER et al., against MAYSVILLE AND LEXINGTON RAILROAD COMPANY, Northern Division—No. 548. And C. B. CHILDS & CO. against MAYSVILLE AND LEXINGTON RAILROAD COMPANY, Northern Division—No. 586½.—In consolidation.—By virtue of a decree rendered in the above-styled cases, I will, on TUESDAY, the 31st day of August, 1875, at about the hour of 11 o'clock A. M., at the Court-house door, in the City of Maysville, in the County of Mason, and State of Kentucky, offer for sale to the highest bidder, the Maysville and Lexington Railroad, Northern Division, that is, all that portion said railroad "lying and being and extending from its terminus in the said City of Maysville, to its terminus at or in the City of Paris, in the County of Bourbon, and State of Kentucky, with all its franchises, equipments, property, tolls, issues, and profits, and all its lands, tenements, buildings, fixtures, machinery, goods and chattels connected with or used in the using and operating of said railway or appurtenant thereto, and all its rails, ties, fuel, fencing, and erections, and all its rights of way and easements, and all cars, engines, and tools, and all rents, reservations, and reversions, of every nature and kind whatever, including all the property between said terminal points which the said Maysville and Lexington Railroad Company, Northern Division, owned or possessed at the date of the mortgage or deed of trust (mentioned in the pleadings) or did thereafter acquire either in law or equity, of every kind whatever, appurtenant thereto; also, all other like estates, structures, superstructures, and equipments, and matters and things pertaining or belonging to all or any of the same, that were thereafter acquired, constructed, or controlled by, or belonged to said railroad company, Northern Division, and also all other estate, real, personal, or mixed, which were thereafter acquired by the said railroad company, Northern Division, wherever situated and used or intended to be used, in the construction and operation of said railroad," together with all accessions thereto at the date of sale, and will be sold in "one entire parcel as an entirety," and upon the following terms, viz.: $25,000 cash in hand to be paid in the gold coin of the United States, as part payment, and to be forfeited in case of non-compliance with the terms of the sale. One-third of the balance in thirty days, and the remainder in equal instalments in six, twelve, and eighteen months from the day of sale; and for the deferred payments the purchaser must execute bonds with good security, bearing seven per cent. interest from date, and payable in the gold coin of the United States. And to better secure the payment of said bonds, a lien will be retained on said railroad and property, &c., to be sold.

Maysville is on the Ohio river, sixty-one miles above Cincinnati. The distance from Maysville to Paris is 49 6-10 miles, where the road connects with the Kentucky Central Railroad. The road owns at Maysville about six acres of ground, on which are the depot building, machine and blacksmith shops, and storehouse. The principal machinery in the machine shop is one stationary engine of 25-horse power, one hydraulic press, one combined drill press, one engine lathe, 36-inch swing; one job lathe, 12-inch swing; one screw cutting machine, and one 6-foot planing machine, and the necessary tools for general work and repairs. The following intermediate stations on the road have depot houses, stock pens, &c., viz., Marshall, Helena, Johnson, Elizaville, Ewing, Cowan, Myers, Carlisle, and Millersburg, and beside these are several flag stations. The road owns the depot and depot grounds at Millersburg, Myers and Ewing stations, and about five acres of land at Millersburg, and about four and one-half acres at Paris, but at Paris the depot, water facilities, &c., are now rented from the Kentucky Central Railroad. There belong to the road three locomotives, two first-class and two second-class passenger-coaches, two express, baggage, and mail-coaches, nine box-frieght and twenty coal and flat cars, and also a number of hand and rubble-cars, and the ordinary track tools used in repairs, &c., &c.

For further information, see Hon. George H. Yeaman, No. 294 Broadway, New-York City; Messrs. Cleary & Scott, Attorneys, Covington, Ky.; or Mr. John T. Wilson, the present Receiver of the road, at Maysville, Ky.—July 24, 1875.

E. H. MURRAY,
United States Marshal, Kentucky District.

NOTICE.

The undersigned will receive claims and proofs thereof at his office, Boone Block, Covington, Ky., until the 25th day of August, 1875, which are proper to be paid out of moneys arising from above sale, as follows:

First—Costs of suit, including allowances to solicitors and counsel for the respective parties; compensation to Trustee, disbursements by complainants, Commissioners' fees, and costs of sale and conveyances.

Second—Taxes and liabilities incurred by Receiver, which may be sanctioned and ordered paid by the court.—Covington, Ky., July 15, 1875.

H. P. WHITAKER, Commissioner.

BANKRUPT NOTICES.

NOTICE.—DISTRICT COURT OF THE UNITED States for the District of New-Jersey.—In Bankruptcy.—In the matter of JOHN L. MILLER, bankrupt.—District of New-Jersey ss.: This is to give notice that on the 23d day of July, A. D. 1875, a warrant of bankruptcy was issued out of the District Court of the United States for the District of New-Jersey, against the estate of John L. Miller, of the township of Cranford, in the County of Union, in said district, who has been adjudged a bankrupt on his own petition; that the payment of any debts and the delivery of any property belonging to such bankrupt to him or for his use, and the transfer of any property by him, are forbidden by law; and that a meeting of the creditors of said bankrupt to prove their debts and to choose one or more assignees of his estate will be held at a court of bankruptcy, to be holden at No. 39 Albany street, New-Brunswick, New-Jersey, before John C. Elmandop, Esq., Register in Bankruptcy for said district, on the 25th day of August, A. D. 1875, at 10 o'clock A. M.

SAMUEL PLUMMER,
United States Marshal for said district.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of FREDERICK NEWHERR and ADOLPHUS HOFFSTADT, bankrupts.—In Bankruptcy.—Southern District of New-York, ss.—Adolphus Hoffstadt, one of the said bankrupts, having applied to the Court for a discharge from his debts: By order of the Court, notice is hereby given to all creditors who have proved their debts, and other persons in interest, to appear on the thirty-first day of August, A. D. 1875, at eleven o'clock in the forenoon, at Chambers, of the said District Court, before Isaac Dayton, one of the Registers of the said Court in Bankruptcy, at his office, number 322 Broadway, in the City of New-York, Room number 6, and show cause why the prayer of the said petition of the bankrupt should not be granted, and why a discharge should not be granted to the said bankrupt.—Dated New-York, 4th August, 1875.

au6-1aw2wF* GEO. F. BETTS, Clerk.

IN BANKRUPTCY.—IN THE DISTRICT COURT of the United States for the Southern District of New-York.—In the matter of JACOB HIRSHFELD, bankrupt. Notice is hereby given that a petition has been filed in said court by Jacob Hirshfeld, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts, and other claims provable under said act, and that the sixth day of September, 1875, at 11 o'clock A. M., at the office of Henry Wilder Allen, Esq., Register in Bankruptcy, No. 152 Broadway, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest, may attend, and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 5th day of August, 1875.

au6-1aw3wF* GEO. F. BETTS, Clerk.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of JACOB HIRSHFELD, bankrupt.—In Bankruptcy.—Before Mr. Henry Wilder Allen, Register in Bankruptcy.—Southern District of New-York, ss.—At the City of New-York, the 17th day of April, A. D. 1875.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of Jacob Hirshfeld, of New-York, in the County of New-York and State of New-York, within said district, who has been adjudged a bankrupt upon his own petition by the District Court of said district.

au6-1aw3wF* JOHN H. PLATT, Assignee.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of THOMAS HAMILTON, bankrupt.—In Bankruptcy.—Before Egbert Whitaker, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as Assignee of the estate of Thomas Hamilton, of the City of Kingston, in the County of Ulster, and State of New-York, within said district, who has been adjudged bankrupt upon his own petition by the District Court of said district.—Dated at Saugerties, N. Y., the 15th day of July, A. D. 1875.

Jy23-1aw3wF CARROLL WHITAKER, Assignee.

INSTRUCTION.

MLLE. ROSTAN'S

FRENCH, ENGLISH and GERMAN BOARDING and DAY SCHOOL for Young Ladies and Children, REMOVED to No. 1 EAST 41ST ST., corner 5TH AV., will REOPEN on WEDNESDAY, Sept. 29.

A THOROUGH ENGLISH COLLEGIATE COURSE with unsurpassed facilities for acquiring a PRACTICAL KNOWLEDGE of the FRENCH and other modern languages; HOME COMFORTS and HOME PRIVILEGES are the distinguishing features of this school. Single rooms for those who apply in time.

The Musical Department is under the care of Prof. S. B. MILLS.

Mlle. ROSTAN will be home after Sept. 1.

MADAME O. DA SILVA

AND

MRS. ALEX. BRADFORD'S

(formerly Mrs. Ogden Hoffman's) English, French and German Boarding and Day School for Young Ladies and Children, with calisthenics. No. 17 West 38th st., New-York. Reopens Sept. 27. Application may be made by letter or personally, as above.

NO. 58 PARK AV., NEW-YORK,

Between 37th and 38th sts.

MURRAY HILL INSTITUTE, a first-class school for boys, especially as preparatory for college. Number limited to fifty; family pupils to six. Twelfth year opens Sept. 20. JOSEPH D. HULL, (Yale,) Principal.

COOK'S COLLEGIATE

INSTITUTE FOR YOUNG LADIES, Poughkeepsie, N. Y.
GEO. W. COOK, Ph. D., Principal.

CIVIL AND MECHANICAL ENGINEERING at the Rensselaer Polytechnic Institute, Troy, N. Y. Instruction very practical. Advantages unsurpassed in this country. Graduates obtain excellent positions. Re-opens Sept. 16. For the Annual Register, containing improved Course of Study, and full particulars, address Prof. CHARLES DROWNE, Director.

ALLEN DODWORTH'S ACADEMY FOR DANCING, No. 212 5th av., corner 26th st., will reopen Oct. 16. During vacation, private lessons may be had.

PACKARD'S BUSINESS COLLEGE,

Methodist Building, No. 805 Broadway.

The regular school year of this Institution will begin on WEDNESDAY, the 1st September. Students should make application for seats during the last week of August. S. S. PACKARD, Proprietor.

SEWARD INSTITUTE

FOR BOYS AND YOUNG MEN,

FLORIDA, Orange County, N. Y.—$160 pays for board, tuition, fuel, light, &c., for 20 weeks, in this well-known Institution; advantages superior; number limited; open Sept. 14. Send for catalogue. T. G. SCHRIVER, A. M.

MRS. SYLVANUS REED'S

ENGLISH, FRENCH, and GERMAN BOARDING and DAY SCHOOL for young ladies and children.
Nos. 6 and 8 East 53d st., (Central Park.)
The Twelfth School Year will begin Sept. 30, 1875.
A KINDERGARTEN will be opened Oct. 5.

BRADFORD ACADEMY

FOR YOUNG LADIES.

Year opens TUESDAY, Aug. 31, 1875.
For admission apply to
Rev. JOHN D. KINGSBURY, Secretary,
Bradford, Mass.

HOLLADAY COLLEGIATE INSTITUTE,

No. 1,285 BROADWAY, New-York.

Boys and young gentlemen thoroughly trained and prepared for College, for scientific pursuits, and for business. Send for circular.

COLLEGIATE AND COMMERCIAL INSTITUTE—Gen. RUSSELL'S School—New-Haven, Conn.: forty-first year; preparatory to college, the scientific schools or business, with systematic and thorough physical training by military drilling, gymnastics, rowing, &c. Catalogues sent on application.

COLLEGIATE AND PREPARATORY SCHOOL FOR BOYS, SING SING.—A few boarders are received by the Principal at $300 to $400 per annum, according to age. School reopens Aug. 30. Private tuition during vacation. Prof. A. H. AUSTIN, Principal.

HOME INSTITUTE FOR YOUNG LADIES,

TARRYTOWN, N. Y.

Combining home care with a thorough course of study in the English branches, the languages, and music. Reopens Sept. 15. MISS W. W. METCALF, Principal.

POUGHKEEPSIE (N. Y.) MILITARY INSTITUTE

Will reopen THURSDAY, Sept. 9. For new catalogue, containing information, references, &c., address
H. S. JEWETT, A. M., Principal.

INGHAM UNIVERSITY

For young ladies, Le Roy, N. Y. Full college course, School of Music, and School of Art. Fortieth year opens Sept. 9. Board and tuition per annum, $230. Send for catalogue to Mrs. E. E. I. STAUNTON.

PORT CHESTER INSTITUTE, PORT CHESTER, WESTCHESTER COUNTY, N. Y.—A boarding-school for 20 boys. O. WINTHROP STARR, A. M., Principal. Surroundings very attractive; house with City appointments, gas, water, &c.; heated by steam; gymnasium, grounds, 4½ acres. Terms, $400 per annum.

MAPLEWOOD INSTITUTE FOR YOUNG ladies, Pittsfield, Mass. Has rare advantages for music. Grounds of unrivaled beauty. Rooms newly furnished. A Kindergarten. Also an elegant boarding-house for families. Address Rev. C. V. SPEAR, the Principal.

ST. JOHN'S SCHOOL—BOARDING AND DAY SCHOOL FOR YOUNG LADIES AND CHILDREN.
(Autumn term commences Sept. 29.)
Rev. THEODORE IRVING, LL.D., Rector.
No. 21 West 32d st., New-York.

PENNSYLVANIA MILITARY ACADEMY, CHESTER, PENN.—Opens Sept. 8; civil engineering, the classics and English thoroughly taught. For circulars apply to Col. THEO. HYATT, President, or O. M. BOGART, No. 1 Nassau st., New-York.

BOYS' SCHOOL.—MRS. GEORGE VANDENHOFF re-opens her SCHOOL FOR BOYS SEPT. 27, 1875. School hours from 9:30 A. M. to 2:30 P. M. Eight boarding pupils received; applications should be made at once. NO. 106 WEST 42D ST., near Reservoir Park.

DREW LADIES' SEMINARY, CARMEL, N. Y.—Nine years of successful work. Healthful, beautiful for situation, homelike. Fall session (nineteen weeks) opens August 11. GEO. C. SMITH, A. M.

WILLSON & WALWORTH'S BUSINESS COLLEGE AND PHONOGRAPHIC INSTITUTE, No. 36 East 14th st., corner Union square, opens annually Sept. 1. Send for circular.

$57 50 PER QUARTER—No extras—Media Academy for boys; 12 miles from Philadelphia; 10 instructors. S. C. SHORTLIDGE, (Harvard A. M.,) Media, Penn.

FRENCH HOME FOR YOUNG LADIES wishing to attend institutions of learning in Brooklyn. For circulars address Mlle. ACHERT, (Prof. of French at Packer Inst.,) 134 State st., Brooklyn, N. Y.

THE ELIZABETH INSTITUTE BOARDING and Day School for young ladies will reopen Sept. 15. For further particulars apply to Miss N. C. READ, No. 521 N. Broad st., Elizabeth, N. J.

RUTGERS COLLEGE GRAMMAR SCHOOL, NEW-BRUNSWICK, N. J.—College, business, scientific schools, boarders; send for circular. Rev. Abraham Thompson, A. M., Rector.

YONKERS ON THE HUDSON.—LOCUST HILL SEMINARY for young ladies. Course of instruction thorough and complete. Opens Sept. 15.
Miss EMILY A. RICE, Principal.

MAPLE HALL INSTITUTE, JAMAICA, LONG ISLAND.—Collegiate School for Boys; French spoken in family; German; no extras. Opens Sept. 15.
EMILE VIKNOT, A. M., Principal.

FREEHOLD (N. J.) YOUNG LADIES' SEMINARY.—Thirty-first year under present management. Principal, A. RICHARDSON. Begins SEPT. 8. Send for Catalogue.

CHESTER VALLEY ACADEMY FOR BOYS, Downington, Penn.—College and business preparation; small boys have special care; terms reasonable; send for circular. F. DONLEAVY LONG, A. M., Principal.

FREEHOLD INSTITUTE, FREEHOLD, NEW-JERSEY—A boarding school for boys.
Rev. A. G. CHAMBERS, Principal.

THE MISSES BUCKNALL'S BOARDING school for young ladies, New-Brunswick, N. J. The ensuing school year will commence Sept. 16.

THE IRVING INSTITUTE, TARRYTOWN-on-Hudson, offers unusual advantages for boys. Reopens Sept. 14. ARMAGNAC & ROWE, Principals.

RUTGERS FEMALE COLLEGE, NO. 489 5TH AV.—Reopens Sept. 29.
Rev. THOS. D. ANDERSON, D. D., President.

YONKERS MILITARY INSTITUTE FOR making boys intelligent, healthy Christian men. BENJAMIN MASON, Box No. 654 Yonkers, N. Y.

MISS BULKLEY'S BOARDING AND DAY School for young ladies', Tarrytown-on-the-Hudson, will reopen WEDNESDAY, Sept. 15.

BOUND BROOK (N. J.) INSTITUTE, CENtral Railroad. Reopens Sept. 8, 1875.
Rev. C. W. COOPER, Principal.

GIRARD INSTITUTE, NO. 35 EAST 62D ST., near Central Park.—Select Day and Boarding School for boys. Pupils prepared for colleges and business.

A FIRST-CLASS SCHOOL FOR THIRTY boarding pupils. Morris Female Institute, Morristown, N. J. C. G. HAZELTINE, A. M., Principal.

YOUNG LADIES' SEMINARY, GOSHEN, N. Y.—A school with home care and influences. For circulars, address the Principal, Prof. F. A. ROBINSON.

NEWBURG (N. Y.) INSTITUTE—A FAMILY school for boys, reopens Sept. 14. For circulars, address HENRY W. SIGLAR and JNO. MACNIE, Principals.

MRS. J. T. BENEDICT'S BOARDING AND Day School for Young Ladies and Children, No. 7 East 42d st., New-York, will reopen Sept. 30.

CHARLES D. MORRIS, M. A., LATE FELlow of Oriel, Oxford, reopens his school for boys at Mohegan Lake, Peekskill, N. Y., Sept. 14.

JAMESBURG INSTITUTE.—A WIDE-AWAKE, thorough school for boys, Jamesburg, N. J. M. OAKEY, A. M., Principal.

PARKER ACADEMY, WOODBURY, CONN. —For Boys; attention careful; terms low. Address THOMAS PATTISON, A. M.

$250 A YEAR—HOME AND SCHOOL FOR 20 young boys. E. HINDS, A. M., Hempstead, L. I.

GOLDEN HILL SEMINARY FOR YOUNG LADIES, Bridgeport, Conn. Address Miss EMILY NELSON.

MT. Pleasant Inst.—Private Classes for Boys. Amherst, Mass. Estab. 1846. H. C. Nash, A. M., Prin.

MORRISTOWN, N. J.—BOARDING-SCHOOL FOR Boys. Rev. S. N. HOWELL, A. M., Principal.

JACKSON MILITARY INSTITUTE, TARRYTOWN, N. Y. Rev. F. J. JACKSON, Principal.

NAZARETH HALL.—BOARDING-SCHOOL FOR boys, at Nazareth, Northampton County, Penn.

MUSICAL.

WATERS' NEW SCALE PIANOS—SQUARE, Grand, Upright, and Cabinet Grand—are the best made; wood thoroughly seasoned; touch elastic; tone even, pure, and sweet; singing quality superior; delicacy and power of tone unsurpassed; improvements all modern; warranted for six years. A first-class piano at a reasonable price. Terms easy. Pianos to let until rent money pays for them, as per contract. Send for circulars. Warerooms No. 481 Broadway, New-York. HORACE WATERS & SONS.

HORSES AND CARRIAGES.

THE UP-TOWN OFFICE OF THE TIMES.

The up-town office of THE TIMES is located at No. 1,257 Broadway, bet. 31st and 32d sts. Open daily, Sundays included, from 4 A. M. to 9 P. M. Subscriptions received, and copies of THE TIMES for sale.

ADVERTISEMENTS RECEIVED UNTIL 9 P. M.

A—ONE CLARENCE, ONE COUPE, ONE T cart, one extension top phaeton, one wagonette, one jump seat wagon, one phaeton, and one top wagon; all used by a private family, and nearly new. To be seen at M. CURLEY'S, Nos. 109, 111, and 113 East 13th st., near 4th av.

BOARDING AND LODGING.

THE UP-TOWN OFFICE OF THE TIMES.

The up-town office of THE TIMES is located at No. 1,257 Broadway, bet. 31st and 32d sts. Open daily, Sundays included, from 4 A. M. to 9 P. M. Subscriptions received, and copies of THE TIMES for sale.

ADVERTISEMENTS RECEIVED UNTIL 9 P. M.

ROOMS TO RENT, WITH OR WITHOUT board, to gentlemen; location first class. No. 43 West 55th st.

NO. 28 WEST 12TH ST., NEAR 5TH AV., with board, handsomely furnished rooms, en suite or singly; house and table first class.

COUNTRY BOARD.

COUNTRY BOARD—NEAR THE SOUND; LARGE, elegant private house; beautiful location, elevated, shady, retired; wide halls, large parlors, fine rooms, modern conveniences; house, rooms, table, unsurpassed; one hour and twenty minutes from City by New-Haven Railroad; highest references. Box No. 12 Darien, Conn.

FINE ROOMS WITH FIRST-CLASS BOARD at the "Locust Retreat" farm, New-Paltz, N. Y.; fine shade and scenery; location healthy; Lake Mohawk easy of access. Address E. ELTINGE, New-Paltz, N. Y. Reference: Alliger Brothers, Equitable Insurance Building; also, J. P. Savage, No. 359 Broadway, New-York.

GOOD PLAIN BOARD CAN BE HAD AT a pleasant place a short distance from Englewood, N. J.; terms moderate. Address JAMES PARKER, Post Office Box No. 98, Englewood, N. J.

COUNTRY BOARD WANTED IN SOME farm-house for two persons, one is a little girl twelve years old. Address C. C., Box No. 150 *Times* Office.

DIVIDENDS.

OFFICE OF THE
NEW-YORK FIRE INSURANCE COMPANY,
NO. 72 WALL ST.

NEW-YORK, Aug. 4, 1875.

73D DIVIDEND.

A SEMI-ANNUAL DIVIDEND OF TEN PER CENT. has this day been declared, payable on demand.
AUGUSTUS COLSON, Secretary.

THIRTIETH DIVIDEND.

GEBHARD FIRE INSURANCE COMPANY,
No. 141 BROADWAY, JULY 29, 1875.

The Board of Directors have this day declared a Semi-annual Dividend of FIVE PER CENT., payable on MONDAY, Aug. 2, 1875.

JOHN R. SMITH, Secretary.

DELAWARE AND HUDSON CANAL COMPANY, New-York, July 13, 1875.

THE BOARD OF MANAGERS OF THIS Company have declared a Dividend of FIVE PER CENT. on its capital stock, payable at the NATIONAL BANK OF COMMERCE in New-York, on and after MONDAY, Aug. 2.

The transfer books will be closed from Thursday, 15th inst., until Tuesday, Aug. 3, inclusive.

By order of the Board.
JAMES C. HARTT, Treasurer.

CLEVELAND AND PITTSBURG RAILROAD COMPANY'S OFFICE, CLEVELAND, Ohio, Aug. 3, 1875.

THE REGULAR GUARANTEED QUARTERLY Dividend of this company, at the rate of Seven per Cent. per annum, on the new guaranteed stocks will be paid on and after 1st September proximo, at the office of the Farmers' Loan and Trust Company, No. 26 Exchange Place, New-York. The transfer books will close on the 10th inst. and reopen on the 2d September.
G. A. INGERSOLL, Secretary.

WEST WISCONSIN RAILWAY COMPANY, No. 84 BROADWAY, NEW-YORK, July 1, 1875.

THE COUPONS ON THE FUNDED BONDS of the West Wisconsin Railway Company, due on July 1, will be paid in gold at the office of the New-York Guaranty and Indemnity Company, No. 52 Broadway, on and after that date.
R. P. FLOWER, Treasurer.

THE ST. NICHOLAS NATIONAL BANK OF NEW-YORK, No. 7 WALL ST., NEW-YORK, Aug. 2, 1875.

DIVIDEND.—A SEMI-ANNUAL DIVIDEND OF Four per Cent. will be paid to the stockholders of this bank on and after MONDAY, 9th inst. The transfer books will be closed until 10th inst.
A. PARKHURST, Cashier.

BANK OF THE MANHATTAN COMPANY, NEW-YORK, Aug. 2, 1875.

THE PRESIDENT AND DIRECTORS OF the Manhattan Company have this day declared a Dividend of Five per Cent., free from tax, payable on and after Tuesday, the 10th inst.
J. L. HARBERGER, Cashier.

LEGAL NOTICES.

SUPREME COURT—CITY AND COUNTY OF NEW-York.—J. BUTLER WRIGHT and LIVINGSTON K. MILLER as surviving Executors of and Trustees under the last will and testament of James Bogert, deceased, plaintiffs, against CARL HABEL, Charles Kienzle, and Margaretha Kienzle, his wife, John W. Miller, Elisha Bloomer, Albon Man, Solomon Jessuren, James Mulry, Frederick Riehl, and Philip Dugro, David E. Hawkins, and Frans Keilbach, George Busson, and Eugene A. Fuchs, defendants.—Summons for relief.—(Com. not served.)—To the defendants and each of them: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the Court-house in said City, and to serve a copy of your answer to the said complaint on the subscribers at their offices, No. 20 Nassau street, New-York City, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will apply to the Court for the relief demanded in the complaint.—Dated New-York, May 26, 1875.

MILLER, PEET & OPDYKE, Plaintiffs' Attorneys,
No. 20 Nassau street, New-York City.

The complaint in the above-entitled action was this day filed in the office of the Clerk of the City and County of New-York.—Dated May 25, 1875.

MILLER, PEET & OPDYKE, Plaintiffs' Attorneys.

Jy16-1aw6wF

NEW-YORK SUPREME COURT.—THOMAS E. TRIPLER, plaintiff, against AMELIA ADAMSON, defendant.—Summons for a money demand on contract.—(Com. not ser.)—(Trial to be had in the City and County of New-York.)—To the above-named defendant: You are hereby summoned and required to answer the complaint in this action, which will be filed in the office of the Clerk of the City and County of New-York, at the City Hall, in the City of New-York, and to serve a copy of your answer to the said complaint on the subscribers, at their office, Nos. 8 and 10 Pine street, in the City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiff in this action will take judgment against you for the sum of two hundred and fifty-one 37-100 dollars, with interest from the sixth day of September, one thousand eight hundred and seventy-three, besides the costs and disbursements of this action.—Dated New-York, June 8, 1875.

McDANIEL, LUMMIS & SOUTHER,
Plaintiff's Attorneys.

The complaint in the above-entitled action was this day duly filed in the office of the Clerk of the City and County of New-York, at the City Hall, in the City of New-York.—Dated New-York, July 8, 1875.

McDANIEL, LUMMIS, & SOUTHER,
Plaintiff's Attorneys.

jy9—1aw6wF*

SMYTH, ANNA M. T.—SUPREME COURT, CITY AND COUNTY OF NEW-YORK.—CLARENCE WARDEN, plaintiff, against ANNA M. T. SMYTH, wife of William B. Smyth, the said WILLIAM B. SMYTH, EDWARD ANNAN, JOHN W. ANDREAS, and JOHN PERRY, defendants.—Amended summons for relief.—To the defendants above named, and each of them: You are hereby summoned and required to answer the amended complaint in this action, of which a copy is herewith served upon you, and to serve a copy of your answer to the said amended complaint on the subscriber at his office, number 68 Wall street, in the City of New-York, within twenty days after the service hereof, exclusive of the day of such service; and if you fail to answer the said amended complaint within the time aforesaid, the plaintiff in this action will apply to the court for the relief demanded in the amended complaint.—Dated, July 14, 1875. CHARLES E. STRONG,
Plaintiff's Attorney,
68 Wall street, N. Y. City.

The amended complaint in the above-entitled action was filed in the office of the Clerk of the City and County of New-York, at the County Court-house, in the said City, on the 14th day of July, 1875.
CHARLES E. STRONG, Plaintiff's Attorney.

jy16-1aw7wF

SUPREME COURT CITY AND COUNTY of New-York.—ISAAC J. STRUBLE, IRA BRAINARD, JULIUS VOTTER, and CHARLES T. BARTLETT, plaintiffs, against GEORGE O. KELSEY, defendant.—Summons for a money demand on contract.—Com. not ser.—To the defendant above named: You are hereby summoned and required to answer the complaint in this action which has been this day filed in the office of the clerk of the City and County of New-York, at the Court-house in said City, and to serve a copy of your answer to the said complaint, on the subscribers at their office, No. 120 Broadway, in said City of New-York, within twenty days after the service of this summons on you, exclusive of the day of such service; and if you fail to answer the said complaint within the time aforesaid, the plaintiffs in this action will take judgment against you for the sum of six hundred and ninety-five dollars and sixty-one cents, with interest from the eighth day of June, one thousand eight hundred and seventy-five, besides the costs and disbursements of this action.—Dated New-York, June 18, 1875.

WILSON & WALLIS, Plaintiffs' Attorneys.

Jy16-1aw6wF*

TEACHERS.

THE "AMERICAN SCHOOL INSTITUTE," a reliable Educational Agency of twenty years successful experience, is constantly introducing TEACHERS of known ability to FAMILIES and to SCHOOLS and INSTITUTIONS of every grade. Explanatory circulars supplied. J. W. SCHERMERHORN, A. M., Actuary, No. 14 Bond st.

AGENCY FOR SCHOOLS AND TEACHERS, NO. 67 WEST 35TH ST.—Mrs. ALMA E. MITCHELL, diplomée, (Paris and Berlin,) recommends competent gentlemen or lady teachers for all departments, including English branches, languages, music, drawing, and Kindergarten. Information given of good schools.

BUSINESS CHANCES.

A MEMBER OF THE STOCK EXCHANGE, with an established business credit of several years' experience, would like to associate with him parties of good business connections. Address for ten days, SECURITIES, Box No. 190 *Times* Office.

AMUSEMENTS.

FIFTH AVENUE THEATRE.

Proprietor and Manager..........Mr. AUGUSTIN DALY
GREAT SUCCESS. TO-NIGHT.

VOKES.

(JESSIE, VICTORIA, ROSINA, FAWDON, and FRED.)
In the great specialty,
BELLES OF THE KITCHEN.
VOKES MATINEE SATURDAY at 1:30.
Preceded by HIS OWN ENEMY. (First time in America.) BUNCH OF BERRIES next Monday.

WALLACK'S.

The first appearance in America of the
H. & C.
GAIETY COMPANY,
IN
ENGLISH COMIC OPERA,
Will take place at this theatre on
SATURDAY EVENING, Aug. 14, 1875.

This unequaled company will consist of the celebrated prima donna,
MISS JULIA MATHEWS,
(from the Royal Opera-house, Covent Garden, London, and the principal theatres of England, Ireland, and Scotland,) and a most
COMPLETE AND POWERFUL OPERATIC COMBINATION,
organized under the supervision of Messrs. HENDERSON & COLVILLE.

Conductor....................Mr. F. STANISLAUS

Full particulars of opening opera will be duly announced. Box-office open MONDAY, Aug. 9.

GILMORE'S CONCERT GARDEN,

(Late Hippodrome.)

Mr. P. S. GILMORE........................Director

THE MOST MAGNIFICENT GARDEN IN THE WORLD.
Concerts every night, at 8 o'clock, by
GILMORE'S SUPERB BAND OF 100 PERFORMERS.
And
THE WORLD'S GREATEST CORNETIST,
MR. J. LEVY,
who will appear every evening in the choicest selections from his repertoire of rare musical gems.
Change of programme every night.
SATURDAY AFTERNOON AT 2 O'CLOCK.
MATINEE PERFORMANCE, MUSIC BY A SERENADE BAND OF SELECTED MUSICIANS.

Admission, 50 cents; private boxes, admitting four, $3.

The Garden is open every other afternoon without music from 2 to 6 o'clock. A delightful resort for ladies and children. Admission, 25 cents.

Season tickets, for 100 performances, $30; half season tickets, for fifty performances, $20; packages of twelve tickets, $5.

CENTRAL PARK GARDEN. TO-NIGHT.

THEODORE THOMAS'
UNRIVALED SUMMER NIGHTS' CONCERTS.
THIS (Friday) EVENING, Aug. 6, at 8.

Overture, "Fingal's Cave."..............Mendelssohn
Hungarian Dances. (new)....................Hofmann
Nouvelle Meditation..........................Gounod
Ballet Music, "Prophet."..................Meyerbeer
Overture, "Tannhaeuser."....................Wagner
Larghetto, March Tempo. } Symphony, "Lenore."..........Raff
Rhapsodie Hongroise, No. 1....................Liszt
Finale, "Prometheus."...................Beethoven
Serenade, (new)....................Schubert—Thomas
Waltz, "Wiener Fresken."....................Strauss
Turkish March................................Mozart

Admission, 50 cents; Boxes, $1 and $2.

ROBINSON HALL. 16TH ST. AND BROADWAY.

Twelfth week and continually increasing success of Robinson's English Opera Bouffe Company.

Lischen and Fritzchen. Immense hit of Chilperic.

W. H. Woodfield, Clara Fisher, George Atkins,
E. O. Jepson, Elma Marini, George E. Merrill,
Venie G. Clancy, Annie Mortimer.

Most powerful chorus. Full and complete orchestra. Umbrella Dance and grotesque quadrille. Prices, 25c., 50c., $1. Every evening at 8. Saturday Matinée at 2.

METROPOLITAN THEATRE,

Nos. 585 and 587 Broadway.
Wm. Pastor and M. B. Leavitt...Lessees and Managers.
A popular resort for ladies and families.
MATINEE TO-DAY AT 2 O'CLOCK.

SUMMER RESORTS.

SUMMER BOARD.—AT THE SOUTH ORANGE Mountain House, one hour from City, on Morris and Essex Railroad, five minutes from depot; house thoroughly renovated and newly furnished; pure mountain air; picturesque drives; all the luxuries of country life; fine stabling; terms moderate. Apply to or address PROPRIETOR, South Orange, N. J.

SEA CLIFF HOUSE, SEA CLIFF, LONG ISLAND, on the Sound, ninety minutes from New-York, by Long Island Railroad or steamer; charming location; a fine sail and reasonable rates. For particulars, address M. H. CLINTON, Sea Cliff, Long Island.

HAMILTON HOUSE, STAMFORD, CONN.—Beautifully situated on Noroton Hill, overlooking the town and Sound; piazzas front and rear to every floor; water and gas throughout. Address J. E. TOMPKINS, Stamford, Conn.

NYACK.—ROOMS TO RENT AT THE ROSS MANsion, five minutes' walk from depot; fine grounds; extensive river view. Address Box No. 276 Nyack Post Office.

MOUNTAIN RETREAT.—FOREST HOUSE Budd's Lake, two hours, via Morris and Essex Railroad, to Stanhope; excellent boating and fishing.
HENRY MALLERY, Proprietor.

BOARD AT GLEN RIDGE, CORNWALL, N. Y. —House open until Nov. 1. JAMES G. ROE.

EXCURSIONS.

POUGHKEEPSIE RACES.

The Day Boats

C. VIBBARD & DANIEL DREW,

LEAVING PIER AT 24TH ST., N. R., AT 9 A. M., REACH POUGHKEEPSIE IN AMPLE TIME. SPECIAL ARRANGEMENTS FOR STREET CARS TO THE DRIVING PARK FROM THE WHARF ON ARRIVAL.

ALL DAY ON THE HUDSON.

JARRETT & PALMER'S superb steamer,
PLYMOUTH ROCK,
WILL MAKE A GRAND EXCURSION,
THIS FRIDAY, AUG. 6,
UP THE HUDSON RIVER
AS FAR AS NEWBURG.

Excursionists can enjoy a view of the splendid scenery of the noble Hudson, and the boat will stop at Newburg long enough to permit of a visit to Washington's Head-quarters and other objects of interest.

ALL THE MUSICAL ATTRACTIONS:
GILMORE'S MILITARY BAND,
CHIMES OF CHURCH BELLS,
CHOIR OF MADRIGAL BOYS,
MOZART GLEE CLUB.

Boat leaves foot of 23d st., North River, at 10 A. M.
TICKETS, round trip, ONE DOLLAR.

STEAMER WILLIAM COOK,

SATURDAY, Aug. 7.

Leaves 24th st. North River, at 10 A. M.
Leaves Franklin st. North River, 10:20 A. M.
Leaves Fulton Ferry, Brooklyn, 11 A. M.

SUNDAY, Aug. 8,

Leaves 24th st. North River, at 1:45 P. M.
Leaves Franklin st. North River, 2 P. M.
Leaves Brooklyn, Fulton Ferry, 9:30 A. M. and 2:30 P. M.

MONDAY, Aug. 9,

Will make two trips to ROCKAWAY, to attend the great rowing match. For places and times of leaving see daily papers.

OCEAN EXCURSION.

The steamer
PLYMOUTH ROCK
will
TO-MORROW, (SATURDAY,) AUG. 7,
make an
AFTERNOON OCEAN EXCURSION,

Passing in close proximity to the beach at Long Branch and sailing out upon the sea.

BOAT LEAVES

Foot 23d st., North River, at 3 P. M.
Foot Murray st., (Pier No. 28,) North River, at 3:30.
Returns to City at 9 o'clock.
TICKETS, ONE DOLLAR; children, half price.
Next Sunday—To Bridgeport.

DAILY EXCURSIONS TO ROCKAWAY BEACH.

The steamers AMERICUS and NEVERSINK will make excursions to Rockaway Beach daily, Sundays included, leaving as follows:

AMERICUS.

24th st., N. R., 8:30 A. M. and 1:15 P. M. West 10th st., N. R., 8:45 A. M. and 1:25 P. M. Barclay st., N. R., 9 A. M. and 1:40 P. M. Fulton Ferry, Brooklyn, 9:30 A. M. and 2 P. M.

NEVERSINK.

9th st., E. R., 8 A. M. and 12:45 P. M. South 6th st., Williamsburg, 8:15 A. M. and 1 P. M. Grand st., E. R., 8:30 A. M. and 1:15 P.M. Pier No. 27 E.R., 8:45 A.M. and 1:30 P. M. Fulton Ferry, Brooklyn, 9 A. M. and 1:45 P. M. Returning, boats leave Rockaway Beach at 10:45 and 11 A. M., 5 and 5:15 P. M. Fare, 35 cents; excursion tickets, 50 cents. Tickets good on either boat.

NEW SUNDAY EXCURSION.

THE PLYMOUTH ROCK
Will on
SUNDAY NEXT, AUG. 8,
Make an Excursion to
CITY OF BRIDGEPORT,

Leaving foot of Murray st., North River, at 8:30 A. M.
Foot of 23d st., East River, at 9 o'clock.
TICKETS, ONE DOLLAR. Children, half price.

EXCURSIONS BY STEAM-BOAT ARMENIA—Daily (Sundays excepted) from NEW-YORK AND BROOKLYN, through the HIGHLANDS and NEWBURG BAY to NEWBURG, with opportunity of spending three hours at the unrivaled PICNIC GROUNDS of IONA ISLAND, or two hours at COZZENS' HOTEL OR WEST POINT. See advertisement in another column.

FOR EXCURSIONS.—THE LARGE, FIRST-class, favorite STEAM-BOATS SLEEPY HOLLOW, now called the LONG BRANCH, and METAMORA; Dudley's, Alderney, Spring Hill, Myers', Alpine, and Iona Island Groves, with barges and boats of all kinds. J. & E. MYERS, corner of Morton and West sts.

LAW SCHOOLS.

LAW SCHOOL OF THE UNIVERSITY OF THE CITY OF NEW-YORK.—Nineteenth annual session begins Oct. 4, 1875. Students have free access to the law collections of the school and the Astor Library, and to all lectures of the Medical College. For circulars, &c., apply to W. R. MARTIN, No. 141 Broadway, or D. R. JAQUES, Secretary, No. 25 Chambers st.

LOCAL MISCELLANY.

ALDERMANIC DEBATES.

RESOLUTIONS REGARDING THE DEATH OF EX-PRESIDENT JOHNSON—THE WAGES OF LABORERS ON PUBLIC WORKS FIXED AT $2 PER DAY—KING KALAKAUA'S HOTEL BILL.

The Board of Aldermen held a long and animated session yesterday. Nearly all the members were present. The special committee appointed to draft preambles and resolutions in respect to the memory of the late ex-President Johnson submitted the following:

Whereas, It has pleased the Creator of the universe, by one of His inscrutable and immutable decrees, to remove by death from the sphere of his usefulness, while in the full vigor of his intellect and in the possession of his usual physical powers, Andrew Johnson, ex-President of the United States and United States Senator for the State of Tennessee; and

Whereas, In view of this sad event this Common Council, as the representatives of the people of this City, and in common with the people of this Republic, are called upon to mourn the loss of one who in every relation of life and in every position he filled—and they were more varied and diverse perhaps than any other public man this country has produced, his immediate predecessor in the Presidency not excepted—was preeminent for his sterling honesty, great administrative capacity, and the most determined devotion to duty, typifying more clearly than almost any other public man in the history of the country the genius of our democratic and republican form of government, as he demonstrated the theory that it is in the power of the lowliest and humblest citizen to raise himself to the highest dignity and honor, and to the first place in the affections of the people; and

Whereas, His death is a public loss, and we may look in vain for one to fill his place who possesses equally his experience in the governmental affairs of this country, and will with the same independence of thought and action, firmness of purpose, determination of will and pure disinterestedness, use such attainments as he did solely for the benefit of the people; and,

Whereas, It is therefore eminently proper that this Common Council should give expression to their sorrow and the sorrow of the people of this City for the death of ex-President Andrew Johnson, that they should place on record in the archives of the City Government the expression of their appreciation of the many virtues he possessed and the valuable services he rendered to his country, and that action be taken to pay an appropriate tribute of respect to his memory: therefore, be it

Resolved, That the Common Council, for themselves, and on behalf of the people of the City of New-York whom they represent, do sincerely lament and deplore the death of ex-President Andrew Johnson, considering his loss a great public calamity at this peculiar juncture in the affairs of our Government, as to few others of equal experience could our people look up for counsel and guidance with the same certainty that honesty, candor, disinterestedness, and truth would dictate his advice and govern his directions; and be it further

Resolved, That in order to perpetuate the sentiments of sorrow experienced for the death of ex-President Andrew Johnson, and to pay a tribute of respect to his memory, it is hereby ordered that this report, with the preamble and resolutions herewith submitted, be entered at length on the journal of this board and published in the *City Record*, and that a duly certified copy thereof be engrossed and transmitted to the family of the deceased.

After some appropriate remarks by Messrs. Gross and Purroy, the resolutions were adopted.

The resolutions authorizing Commissioner Fitz John Porter to lay new Croton mains in various sections of this City, including the annexed district, were called up by Alderman Purroy, and they elicited an animated debate. Alderman Deane said that he was informed that Commissioner Porter did not intend to use any of the money that might be appropriated in laying mains in the Twenty-third and Twenty-fourth Wards. Alderman Purroy denied the statement, and said that Commissioner Porter had announced that he was ready to extend the water supply to the annexed district. Alderman Deane thought that the supply of water was a very complicated matter, and he did not believe that Fitz John Porter understood it. He had not sufficient experience to take charge of his department. The only man who knew anything about the work was the Chief Engineer, and he was lying at the point of death. Alderman Purroy said that the resolutions were the most important on the list of general orders, and he desired to know what objection his colleague had to them. Alderman Deane replied that he was not satisfied with the statements made by Commissioner Porter in respect to an increased water supply. The resolutions were lost by a vote of 13 to 5, a three-fourths vote, or 17, being required to pass them.

A resolution recommended by the Commissioner of Public Works, that Eightieth street, from Avenue A to East River, be regulated and graded and the sidewalks flagged under his direction, the labor to be performed "by day's work or otherwise," was called up, and a very acrimonious debate ensued. Alderman Deane moved as an amendment that all laborers employed on the work receive $2 per day of eight hours. Alderman Purroy denounced the amendment as a mere pretense on the part of his colleague to appear on the side of the laborers.

Alderman Deane—I deny the right of any man in this board to impugn my motives. The records will show how I voted on the labor question, and I appeal to them.

Alderman Reilly—I move to amend, that all laborers employed in the Department of Public Works be paid $2 per day for eight hours' work.

Alderman Deane—I accept the amendment.

Alderman Simonson—I hope this matter will be laid over, as the property-owners interested will present a petition against the work at our next meeting.

Alderman McCarthy—The property-owners, I believe, are in favor of the improvement.

Alderman Morris—I am opposed to the resolution. It was sent in here by Commissioner Porter. I do not desire to say anything against the Commissioner personally, but I believe that he is a mere tool; he is like the figure-head of a ship. [Laughter.]

Alderman Reilly—I think that Fitz John Porter is an honest man, and capable man; and I believe that the only mistake he has made was in being led by heads of departments to vote for a reduction of the laborers' wages; but that mistake can soon be corrected, and the men will be paid $2, as heretofore.

Alderman Seery hoped the resolution would be passed, as it would tend to establish a principle of paying $2 for eight hours' work.

The question on the amendment, establishing the rate of wages at $2 for eight hours' work, was then put. When Alderman Morris' name was reached he said he was in favor of paying the old rate of $2 per day to laborers, and was opposed to the reduction that had been made. His acts would bear witness to the fact, but he thought the amendment was designed to trammel the departments.

The amendment was adopted by a vote of 17 to 1, but the resolution to regulate and grade Eightieth street was lost.

Alderman Vance called up the resolution requesting the Board of Apportionment to transfer from any available unexpended balance the sum of $6,138 91, to pay the bills for the reception and entertainment of King Kalakaua.

Alderman Gross wanted to see the items which made up the gross amount. It was a very strange thing to his mind that the committee having the matter in charge did not sign the bill. Those who attended the reception of the King seemed to have been eating and drinking, and smoking without keeping anything of that which they had consumed. [Laughter.]

Alderman Morris said he could not vote for the bill in its present shape. The whisky seemed to have been ordered in gross. He believed that one item of $1,500 was for liquor alone. [Laughter.] One hundred dollars a day was put down for a single room in the hotel.

Alderman Vance remarked that the object of calling up the resolution was to have a proper amount agreed to.

Alderman Purroy said that the items should be furnished. In a case where there was an item of $500 for whisky details should be given.

Several Aldermen—Fifteen hundred dollars for whisky. [Loud laughter.]

In response to a request of Alderman Morris the Clerk read the items in the bill. One of them was "Medicine for Gov. Kapena, $7 50." This created much laughter. After some further debate the matter was referred to the Committee on Printing and Advertising, with instructions to procure all the items which make up the claim.

The resolutions to pave Riverside avenue were next called up and defeated for want of a three-fourths vote.

Resolutions were adopted directing the Committee on Railroads to confer with the managers of the Sixth Avenue Railroad Company, with a view to having better arrangements made for the accommodation of passengers, between 5 and 7 A. M., than now exist, and accepting an invitation of the officers of the Catholic Protectory to attend the exercises at their institution on Saturday next.

THE SICK CHILDREN'S RELIEF FUND.

The Children's Aid Society begs to acknowledge receipt of the following anonymous donations to the "Sick Children's Relief Fund," sent in response to articles published in THE TIMES:

A Sympathizing Mother	$2 00
D. and R.	25 00
J., for Mrs. W.	1 00
W. W. T.	25 00
A Friend, Lake Mahopac, for Mrs. W.	10 00
A. H. C., for Mrs. W.	3 00
L., as a thank offering for May—Jennie and Belle's good health	25 00
J. C.	5 00
Total	$96 00

THE FLOATING HOSPITAL.

Yesterday morning 467 sick children, and their mothers or attendants, assembled on the dock at the foot of Twenty-third street, East River, to go on the Floating Hospital excursion up the Hudson River. Another crowd of 260 were awaiting the barge at Market street, and at Christopher street, North River, 346 more went on board, and 219 additional at Thirty-fourth street. An efficient medical staff was in attendance, and the little sufferers received every attention. Two meals were served—breakfast and dinner—during which 608 pounds of beef, 350 quarts of milk, 1 barrel of hominy, 1 half barrel of sugar, 1 quarter of a chest of tea, and 300 loaves of bread, (contributed by John White & Son,) disappeared. The expenses of the trip amounted to $250, of which $178 was contributed by the following persons: George H. Clark, $50; L. T. Howes, $20; D. H. Gillespie, $20; "Three Healthy Boys," $10; "A Friend," $1; J. H. T. and T. F. C., $20; E. G. N., $25; N. V. N., $10; "For God's Little Ones," (from Prairie Du Chien, Wis.,) $1; and the children of the guests of the Murray Hill Hotel, at Demarest, N. J., where they held a child's fair and raised $21. The fifth excursion will be given to-morrow.

THE CITY DEBT.

THE USUAL MONTHLY FINANCIAL STATEMENT BY CONTROLLER GREEN.

The following statement, showing the amount of warrants drawn against the City from Jan. 1 to July 31, and also giving a comparative statement of the City debt, has been issued by Controller Green:

DEPARTMENT OF FINANCE, NEW-YORK, Aug. 2, 1875.

Monthly statement of the amount of warrants drawn against the City Treasury, Jan. 1 to July 31, 1875; also a comparative statement of the City debt as represented in stocks and bonds as of Dec. 31, 1874, and July 31, 1875, together with a statement of, and for what purposes, stocks have been issued, and also a statement of the City revenue for the month of July.

WARRANTS DRAWN.

	To June 30.	In July.
State taxes and common schools for State	$4,512,386 00	$250,000 00
Salaries, supplies, and general expenses of the City Government	5,752,415 38	960,482 55
Interest on City debt	4,364,701 51	265,046 73
Public instruction	1,896,647 72	263,276 27
Indebtedness of the annexed territory of Westchester County	66,968 58	2,199 06
Fourth avenue improvement	852,982 85	
Charitable institutions	446,760 25	80,485 90
Miscellaneous	244,682 82	12,499 52
Total payments from taxation	$18,137,534 11	$1,833,990 03
New Works and improvements, payable from issue of bonds, public works, Croton water, street openings, improvements, &c.	$1,913,682 12	$398,187 01
City parks improvements	57,053 54	1,333 71
Docks and slips	510,903 26	81,728 39
Museums of Art and Natural History	116,325 45	174 93
Opening and improvement of Third avenue, Morrisania	17,139 95	504 84
Old claims and judgments	265,379 40	2,511 53
Public school buildings	174 45	....
Third District Court-house	34,112 72	6,116 16
Surveying, laying out streets, &c., north One Hundred and Fifty-fifth street	3,174 33	....
Fourth avenue improvement	200,137 55	....
Total payments from issue of bonds	$3,118,082 77	$490,551 57
SPECIAL AND TRUST ACCOUNTS.		
Redemption of the City debt	$4,746,666 23	
Miscellaneous	71,404 26	$10,335 85
Total payments on special and trust accounts	$4,818,070 49	$10,335 85
Total amount warrants drawn in July		$2,334,877 45
Add amount previously drawn		26,073,687 37
Total amount warrants drawn 1875 to date		$28,408,564 82

CITY DEBT, AS REPRESENTED BY STOCKS AND BONDS.

	Dec. 31, 1874.	June 30, 1875.	July 31, 1875.
Funded debt, payable from taxation and sinking fund	$118,241,557 24	$120,715,557 24	$120,544,257 24
Temporary debt, payable wholly or in part from assessments	20,851,000 00	21,504,700 00	21,604,700 00
Revenue bonds, special, chapter 625, Laws of 1871	3,700 76	2,034 53	2,034 53
Revenue bonds, special, Fourth avenue improvement	2,707,500 00	....	300,000 00
Revenue bonds, 1874	....	....	....
Revenue bonds, 1875	....	15,356,100 00	16,700,600 00
Total	$141,803,758 00	$157,578,391 77	$159,151,591 77
Less sinking fund	26,823,788 01	28,360,084 90	28,274,521 76
Balance	$114,979,969 99	$129,218,306 87	$130,877,070 01
Cash in City Treasury	$1,202,825 34		
Cash in sinking funds	862,360 48		

Stocks and bonds have been issued in 1875 for the following purposes, viz.:

Public works, Croton water, street openings and improvements	$1,127,000 00
City parks improvements	115,000 00
Museums of Art and Natural History	122,000 00
Improvement Third avenue, Morrisania	11,000 00
Docks and slips	615,000 00
Third District Court-house	39,000 00
Old claims and judgments	265,000 00
Widening and extending King's Bridge Road	835,600 00
New-York and Brooklyn Bridge	202,000 00
Fourth avenue improvement, revenue bonds 1876	300,000 00
Revenue bonds, 1874-75	18,950,600 00
Total amount bonds issued 1875	$22,582,200 00

RECEIPTS—CITY TREASURY—JULY.

Taxes, assessments, and interest thereon	$594,679 63
General Fund, miscellaneous	161,412 92
Miscellaneous Trust Fund	47,045 33
Loans on City stocks and bonds	1,800,500 00
Total receipts, City Treasury	$2,603,637 88

REVENUES OF THE SINKING FUNDS.

For redemption of the City debt	$170,491 86
For payment of interest on City debt	487,531 96
Total revenue of sinking funds	$658,023 82

THREE MONTHS' POLICE WORK.

QUARTERLY REPORT OF THE COMMISSIONERS.

The quarterly report of the Police Commissioners, as prepared by Mr. Seth C. Hawley, has just been submitted to the Mayor. From this document it appears that the total Police force numbers 2,544, of whom 2,293 are patrolmen:

The number of persons arrested for offenses by the Police force during the quarter was	22,881
Of which number there were:	
Males	16,445
Females	6,436
Total	22,881

The nationalities of the persons arrested were as follows:

United States, including 383 blacks	9,709
England	783
Ireland	9,406
Scotland	292
Provinces	121
Germany	1,938
France	192
All others	440

The more serious arrests were classified as follows:

Burglary	176
Grand larceny	337
Highway robbery	43
Receiving stolen goods	26
Arson	5
Homicide	15
Total	602

Of whom there were convicted 210, discharged, 208; the remainder are cases pending. The aggregate term of sentences to imprisonment imposed upon the 210 persons convicted, amount to 569½ years. This does not include 4 sent to Catholic Protectory and 10 to House of Refuge.

As usual, the Police are able to make a vast array of lodgers by the trite expedient of counting every tramp as a separate individual every time he appears at a station-house, as has been shown in THE TIMES. By this process it seems that during the quarter no less than 47,830 persons were furnished with lodgings in the station-houses, of whom 18,019 were women.

The Police were not remiss in restoring lost children, as 2,273 of these little wanderers were returned to their parents.

During the three months, 154 persons were committed to the House of Detention to secure their testimony against criminals, most of whom are at large on bail.

As guardians of property the Police showed their usefulness by closing 654 stores found open in the night-time, (indicating a singular indifference to the value of property or culpable negligence,) while 348 dwellings were found similarly insecure. The discipline of the force is shown by the number of charges preferred against members of the force, and filed in the office of the Chief Clerk during the quarter ending June 30, 1875, which was 806. The following was the disposition of the cases:

Dismissals	17
Fines	398
Reprimands	12
Complaints dismissed and withdrawn	135
No opposition	244
Total	806

By comparison with the report for the quarter ending March 31, 1875, it will be seen that there has been a decrease of 151 in the number of complaints made.

The report of the Street-cleaning Bureau shows that there were 324,247 loads of ashes and garbage removed, at an expense of $226,590. The total Police expense for the quarter amounted to $827,977.

The report develops some of the usual singularities in the classification of the persons arrested. It appears there are 11 editors, 3 journalists, and 395 printers put down among transgressors of the law, while no occasion was found for the arrest of more than 3 beggars, 8 gamblers, and 8 "disorderly house-keepers." A full share of clergymen also seem to have got into difficulty, there being 5 of this vocation. Lawyers seem to have seriously misbehaved, offenders of this class numbering 28, while 54 brokers and 169 merchants found themselves in custody; also 10 artists. There is nothing new in these figures, and the explanation of them is to be found in the fact that when persons are arraigned in a station-house, they give that occupation which may, at the time, strike their fancy. Professional bummers have been put down as merchants, and the most desperate loafers have had themselves put down as editors. The classification of the occupations of the arrested proves nothing more than a vivid imagination upon the part of those who fall into the hands of the Police.

POLICE TRIALS.

THE CHARGES AGAINST CAPTAINS WILLIAMS, WARLOW, AND WULMAN.

There was another field-day in Police scandals yesterday, the Commissioners being engaged during the entire day in the investigation of charges of corruption and incompetency made against some higher officers of the force. The first case was that of Capt. Alexander Williams, now of the Fourth Precinct, who was tried for protecting panel-houses while in command of the Eighth Precinct. The charge was made by Sergeant Groo, who was one of his subordinates at the time. He was fortified with memoranda, reciting a number of panel robberies in which he said he had taken the complaint. In all these cases he charged that no arrests had been made, and that by order of Capt. Williams the complaints were not entered on the blotter, but all the cases were, by private order of the Captain, given to Ward Detective Terwilliger, and nothing more was ever heard of them. He was sure that the panel game could not be worked twenty-four hours unless countenanced by the Police. These panel-houses were not put on the list of houses of prostitution when the census of these houses was demanded by the Superintendent in 1873. He told a long story about a robbery at No. 143 Mercer street, ending with the statement that Capt. Williams had said to him, in connection with his conduct in this case, that he would not have him interfering in these matters. In a subsequent conversation he stated that Capt. Williams said he did not want any panel-houses "pulled" just then, but after a time he would throw the whole thing up. Capt. Williams conducted the cross-examination of the witness himself. Groo admitted that he made a mistake in his statements. He had said on the direct that he had taken the complaint in each of these panel cases, and the first thing he did when Williams took him up was to assert that he had taken them, with one exception, while in command at the desk. Capt. Williams then endeavored to prove by Groo and the blotters that Groo had in no case been on desk duty when he alleged he was. The witness was forced to admit that he had been guilty of gross neglect of duty in not making entries of these robberies on the blotter, and made the excuse that he did not dare to do his duty. He was asked whether he had ever reported to the Superintendent, any Inspector, or Commissioner that he did not dare to do his duty, and admitted that he never had. A recess at this point was taken.

After recess the first case taken up was that of Capt. Jacob Warlow, of the detective squad, for failing to "pull" the gambling-house at Thirteenth street and Fourth avenue, on the night when the first attempt was made. Mr. Aube, the law partner of Mr. Townsend and an employe of the Committee on Crime, was the first witness. He detailed how he had discovered the gambling-house and piloted Capt. Warlow and his force to it. Arriving there he heard the rattling of "chips," and saw that the room was ablaze with light, but did not look into the room to see whether there were any persons in the room or not. He requested Warlow to do so, and he refused. He said that Capt. Warlow doubted his legal authority to break into the room, and did not do it. The succeeding witnesses, the first of whom was Superintendent Walling, and included Detectives Reilly, Warlow, and Adams, endeavored to prove that if the raid had been attempted on the first night it would have been a complete failure. They said that after keeping the place under surveillance for two days and making themselves familiar with its approaches, the detectives on the third night made a successful descent on the house, not only securing the gambling implements but securing evidence by which the gamblers were held in $2,000 bail for trial.

The charge against Capt. Ulman, Tenth Precinct, was also examined into, and considerable testimony taken.

After the cases of Capt. Warlow and Capt. Ulman had been heard, that of Capt. Williams was again taken up, and the cross-examination of Sergt. Groo was so protracted that about 6 o'clock, when it was still unfinished, all the other witnesses were discharged until Wednesday next, and the case adjourned.

THE NEW-YORK CATHOLIC PROTECTORY.

The New-York Catholic Protectory, in Westchester County, was yesterday visited by fully 1,000 ladies and gentlemen. Vicar General Quinn, in the course of an eloquent address upon the management and work of the Protectory, stated that a bonded debt of $250,000 still remained due upon the new Girls' Protectory, which had been erected to replace the building which was burned down in 1872. This debt, said the speaker, with its constant maturing interest was a continual drawback to the industrial progress of the institution, and, in order to remove it, it became necessary to appeal to the charitable public for contributions to be devoted to its liquidation. The speaker was followed by Hon. Mr. Dessar and Hon. Benjamin Willis, the latter of whom delivered an address upon the laudable work of the institution in educating its inmates, and fitting them for useful and upright lives. The speaker was succeeded by Father Mooney and Justice Kasmire, the former delivering a very witty address, and the latter a brief speech, in the course of which he stated that of all the children he had committed to the Protectory, not one had ever again appeared in the courts under indictment, a fact, he continued, which spoke very well for the educational and moral management of the institution. The exercises were concluded with a brief address by Commissioner Lynch. After the burning of the Girls' Protectory in 1872, the Pope presented the managers with a gift of a beautiful dessert set, not only as an expression of his sympathy for their disaster, but also as a token of his approval of the work of the institution, and his interest in its progress and welfare. The set, which consists of superb cut glassware, inlaid with chased gold, bearing the name of the Pope on each piece, is to be raffled during the remaining days of the visit, and the money received will be devoted to clearing off the debt of the new Protectory. To-day the O'Connell centennial will be commemorated at the Protectory by special exercises.

THE EXCISE BOARD.

The Excise Commissioners, at a special meeting yesterday, revoked the licenses of the following liquor-dealers on a charge of violating the Sunday Liquor law, the evidence in each case having been furnished by the Police Department: Henry Thompson, No. 203 South Fifth avenue; Nicholas Pedesto, No. 174 South Fifth avenue, and Henry L. Gerken, No. 181 Spring street. A recent investigation by the board has disclosed a plan for defrauding the department of overdue license fees. For some time past it has been noticeable that a large number of men have appeared before the Commissioners, alleging that they had purchased established stores. A reference to the books has invariably shown that the former proprietors were behindhand in the payment of the license fees. The suspicions of the Commissioners being aroused, they inquired at the Internal Revenue office whether such sales had been reported there, and invariably discovered that the old proprietors still retained possession of the places, and that the persons professing to have bought them out were generally their partners. The specific object of these questionable proceedings has been to defraud the board out of overdue license fees, the Commissioners not being vested with the power of collecting the amounts from the new purchasers of the stores. It is the intention of the department to prosecute a number of dealers detected in these practices, and to keep a sharp look out for those who attempt them in the future. A number of dealers arrested on Tuesday last in the Nineteenth and Twenty-first Wards have made application for licenses. President Matsell states that arrests will continue to be made until every dealer complies with the law.

THE PRODUCE EXCHANGE.

The Board of Managers of the Produce Exchange met yesterday and the President, on motion, appointed the following gentlemen a special committee to draw up a petition to the Government to establish a sub-Post Office down town for the convenience of merchants, the new Post Office building being, in their estimation, too far removed from the wholesale centre of produce business: G. R. Livermore, Chairman; S. A. Sawyer, James McGee, S. D. Harrison, John G. Dale.

A telegram was received from Mr. William H. Vanderbilt, Vice President of the New-York Central and Hudson River Railroad, saying in effect that the new rules for grading grain, recently adopted by the Exchange, were entirely satisfactory to his road. The Erie and Pennsylvania Central Roads are yet to hear from. Should they too be satisfied the new rules will go immediately into effect.

THE TRANSPORTATION OF FRESH MEAT.

The question of the best means of transporting perishable food from distant parts of the country to the City so as to preserve it in a good condition has received considerable attention for some time past, and is now likely to be solved. An organization was formed a year ago under the presidency of Mr. Nathaniel Wheeler, with the object of constructing a railroad car suitable for the object in view, and it is now claimed that such a car has been constructed. On Friday last, at Chicago, 20,000 pounds of freshly slaughtered beef, just as it came from the knife of the butcher, were placed in this car, after which it was sealed up, to be opened only on its arrival in New-York. The car was charged with four tons of ice, and started in a regular freight train, without any addition of ice or special attention, and came through safely in about four days and a half. On opening the car yesterday morning at the Hudson River Railroad Depot at St. John's Park, in the presence of Mr. Bergh, Police Commissioner Disbecker, Prof. Chandler, President of the Board of Health, and a large number of hotel keepers and market men, the cargo was found in a perfect condition, as fresh and sweet as it was when placed in the car. The new car is known as the Iceberg No. 1, and is so constructed that the ice is in separate chambers around the meat-room, which is always perfectly dry and has a downward ventilation, which exhausts all heat or warmth and passes all offensive odor with the outflowing current. This current is uniformly within two degrees of the freezing point, which the temperature constantly maintained in the meat chamber. The Iceberg and its cargo of meat will remain on exhibition for a few hours this morning, when it will be disposed of here or taken to Boston.

THE MURRAY HILL WATER SUPPLY.

CONTINUED COMPLAINTS OF SCARCITY—PREPARATIONS FOR INCREASED FACILITIES—WORK DELAYED BY THE ALDERMEN.

Frequent complaints have been made recently at the Department of Public Works, and elsewhere, relative to the scarcity of water on Murray Hill and the high ground to the East of Fifth avenue, between Forty-second and Fifty-third streets. The householders of this district have been now eight months or more without an adequate supply of water, and although relief was promised by the authorities as long ago as June, nothing whatever has been done to remedy the deficiency. In many blocks the water has not risen above the first floor since last Winter, and the amount of inconvenience thus entailed upon residents has been increased instead of diminished. The Engineers of the Croton Water Bureau allege that the scarcity of water is mainly owing to two causes. First, the low level of the reservoir, which, even at this late period of the season is three feet below the usual height; and second, the increased demand in the lower part of the City. At present the total water consumption is 107,000,000 gallons per day, against 104,000,000 at the same period last year. The greater part of this increase is due to the erection of buildings which are heated by steam, such as the large insurance buildings, railway and telegraph offices, &c. The authorities of the Croton Water Department say that they have made preparations to increase the water supply in the elevated districts by introducing additional mains. One of these mains, which will benefit the neighborhood east of Fifth avenue and north of Forty-second street, will be twenty inches in diameter, thus furnishing an abundant supply of water to the suffering householders. All these improvements, which are authorized by a special act of the Legislature, are delayed by the failure of the Board of Aldermen to appropriate the necessary funds. A resolution to that effect came up in the Board of Aldermen yesterday, but was rejected by a vote of 13 to 5. It is understood that this disagreement is caused by difficulty regarding the method of doing the work, the Democratic Alderman favoring the day's work system, and the Republicans insisting that the work shall be awarded to the lowest bidder. The Croton Water Department have already purchased the iron pipes for the new mains, and everything is in readiness for the prosecution of the work as soon as the Aldermen can come to an agreement.

OBTAINING GOODS ON FORGED ORDERS.

Eugene Mayalene was brought before Justice Bixby, at the Washington Place Police Court yesterday, to answer three distinct charges of forgery, preferred against him by three different parties. It appears from the statement made by Officer Delancey, who arrested him, that on the 27th of July last, Mayalene called on Mr. Joseph F. Ward, of No. 922 Broadway, for the purpose of purchasing a lamp. He selected a beautiful oil lamp, and in payment offered an order purporting to have been signed by Mrs. Neston, of No. 104 West Twenty-sixth street. The order was accepted, and Mayalene was allowed to depart with the lamp. On July 19 he received from Mr. George E. Pascoe, of No. 555 Sixth avenue, a patent drop-light burner, valued at $10, on a similar order bearing the signature of Mrs. M. T. E[illegible]y, of No. 32 West Twenty-seventh street. On the same day Mr. Charles H. Whitfield, of No. 609 Sixth avenue, gave him a set of china spittoons on an order supposed to have been signed by the same lady. When the three bills were presented for payment the ladies denied that they had incurred any such debt, and declared that the orders on which the goods were obtained were forgeries. The Police of the Twenty-ninth Precinct were made aware of the facts, and officers were detailed to secure Mayalene. He, however, escaped their vigilance until Wednesday afternoon, when he was caught by Officer Delancey in Sixth avenue. He was held in $500 bail on each charge.

ARREST OF A COUNTERFEITER.

Yesterday morning a man entered John A. Clark's grocery store in Newark, and purchased a pound of tea, giving in payment a $10 note of the City National Bank of Poughkeepsie. While Mr. Clark was getting the change ready the stranger walked out of the door and started on a run down the street, after throwing the tea away. This aroused Mr. Clark's suspicions, and he gave information to Officer Dunn, who gave chase to the fugitive. The latter seeing that he was likely to be captured jumped into the canal, but the officer crossed a bridge and captured him on the other side. At the station-house the prisoner gave his name as Peter Monroe, and said that he resided in Elizabethport. The note was taken to the North Ward National Bank and at once pronounced a counterfeit. Subsequently Augustus Sewers, another groceryman, identified the prisoner as the man who had given him a counterfeit $10 bill on the same bank a short time before he visited Clark's store. The bill Sewers had was the same number as that given to Clark. Monroe was questioned, but was unable to tell the name of a single street in Elizabethport, where he said he resided. He afterward said he came from Baltimore. He denied that he had been in either Clark's or Sewers' store, but both of those gentlemen positively identified him. He was held for examination.

THE O'CONNELL CELEBRATION.

The final preparations for the O'Connell celebration in this City to-day were completed last evening at a meeting of the Committee of Arrangements. The original programme of a solemn requiem mass for the memory of the great Agitator at St. Stephen's Church, Twenty-eighth street, at 9 A. M., and an oration by Rev. Dr. McGlynn in the large hall of the Cooper Institute at 7:30 P. M., will not be deviated from. Hon. Charles P. Daly, on invitation of the committee, will preside and introduce the reverend orator. The Sixty-ninth Regiment, with its band, will attend in full-dress uniform, and it is anticipated that the majority of the Irish national and temperance societies, as well as numerous church organizations, will respond to an invitation issued yesterday to attend, both the services in the church in the morning and the demonstration at the Cooper Union in the evening. Invitations have also been sent to clergymen and laymen representing the various Protestant denominations, it being the desire of the committee to make the celebration unsectarian in character, and in keeping with the well-known liberal views entertained by O'Connell on the question of religion.

ROBBERY AT THE BREMEN DOCKS.

A robbery, which was probably committed Tuesday night, at the Bremen Docks, in Hoboken, was discovered yesterday. River thieves rowed under the dock in a small boat, and cut a hole about three feet square in the flooring, through which they gained access to the freight building, and removed two cases of valuable silks and velvets which had arrived in the steamer Rhein. One of the cases was consigned to H. B. Claflin & Co. and the other to C. T. Dambman. The actual value of the plunder is not known, but it is estimated to be about $2,000. The thieves covered the aperture with cloth, probably with the intention of making another visit.

A CASE FOR INVESTIGATION.

Andrew Ten Eyck, Jr., a resident of Liberty street, New-Brunswick, N. J., died Wednesday night under suspicious circumstances. He had been suffering several weeks with a felon on his finger, the pain of which was so intense that it prevented him from sleeping. On Wednesday night he took a sleeping potion prepared by Dr. Van Maiter, which operated so well that he never woke up again after taking it. He died yesterday morning about 11 o'clock. The Doctor was summoned and explained that death was caused by lockjaw, superinduced by brain fever, which was the result of the agony caused by the pain of the finger. Deceased was twenty-five years old and a married man.

ARRIVALS AT THE HOTELS.

Gen. Joseph A. Potter, United States Army, is at the St. Nicholas Hotel.

Ex-Congressman J. Ambler Smith, of Virginia, is at Barnum's Hotel.

Lieut. Commander Henry L. Johnson, United States Navy, is at the Union Square Hotel.

Warner M. Bateman, United States District Attorney for Southern Ohio, is at the Grand Central Hotel.

Judge W. L. Learned, of the New-York Supreme Court, and Lieut. Commander John Schouler, United States Navy, are at the St. James Hotel.

Gen. Allan Rutherford, Third Auditor of the Treasury, and Gen. Cyrus Bussey, of New-Orleans, are at the Metropolitan Hotel.

Senator Henry B. Anthony, of Rhode Island; ex-Gov. Alexander H. Bullock, of Massachusetts; Judge Israel S. Spencer, of Syracuse, and Rev. Joseph R. Wilson, of Wilmington, N. C., are at the Fifth Avenue Hotel.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The pamphlet containing the Review of the Evidence in the Beecher Trial is now ready and may be obtained at the *Times* Offices, or of Mr. Brentano, No. 39 Union square.

The Mayor has not yet signed the firemen's warrants.

The body of Charles Horn, aged nine years, drowned on the 1st instant, was found yesterday.

An unknown woman was found drowned at Pier No. 3, East River, yesterday.

The receipts of the Brooklyn Bridge Company for July were $400,430 77, and the expenditures were $282,063 45.

Mr. Charles Sotheran will lecture at the Liberal Club, this evening, on "Percy Bysshe Shelley as a Philosopher and Reformer."

The great sale of stationery by Messrs. B. & P. Lawrence still continues to attract large attendances of purchasers to the Messrs. Leavitt's salesrooms.

Last evening Lieut. Col. William E. Van Wyck was unanimously elected Colonel of the Sixth Regiment, Major William H. King Lieutenant Colonel, and Capt. Nicholas Müller, Major.

The total number of drowned bodies received at the Morgue during the past month was sixteen, seven of which were recognized by friends of the deceased.

The shoe cutters' strike still continues in the same condition, but the places left vacant by the strikers are filled by others and no inconvenience has resulted from the strike so far.

Yesterday's foreign mail consisted of 38,947 letters and 66 bags of newspapers, of which the Pommerania took 35,584 letters and 63 bags, the City of Vera Cruz 2,903 letters and 2 bags, and the Tybee 460 letters and 1 bag.

James Braugan, of No. 145 West Forty-second street, quarreled yesterday afternoon, with one Mike Prout, in the Seventh Avenue Horse-shoeing Shop, and was severely stabbed by Prout, who escaped.

J. G. Weld & Co., cotton brokers and commission merchants, of No. 114 Pearl street, informed the Cotton Exchange yesterday of their inability to meet their engagements. They were short a couple of hundred bales of cotton.

The steam-yacht Uruguay, late the Octavia, which was recently seized by the Custom-house authorities on suspicion of being a Cuban filibuster, sailed yesterday ostensibly for the State whose name she bears.

The Customs authorities having received information that another extensive attempt to smuggle cigars will be made from the City of New-York, due from Havana this morning, a revenue cutter was sent down the bay last evening to meet and escort her in.

A full length portrait of the late Hon. John Allen, one of the former Mayors of Rochester, has been on exhibition in Brooklyn for a few days past. The picture is by Prof. Boyle, and is said by those intimately acquainted with the original to be an excellent likeness.

We have received $30 from "H. C. Collins' and $2 from "the United States flag-ship Minnesota," for the St. John's Guild sick children's fund. "A. H. C." sends us $3, and "Mrs. D. C. S." $10, for the relief of the poor widow and five children mentioned in Monday's paper.

Postmaster James yesterday received a dispatch from Washington stating that the Postmaster at San Francisco has been authorized to send the mails to China and Japan on the Belgic, of the opposition line, which sails on the 15th inst., for the sea postage as compensation. Mails from this City for those countries will accordingly be dispatched on the 6 P. M. train to-morrow so as to make the connection.

All the boilers and steam-heating apparatus of the institutions under the supervision of the Commissioners of Charities and Correction, which have become worn out by long usage, are soon to be replaced by new ones. With a view to having the work completed at the earliest date possible, bids for the work have been invited and will be opened on Wednesday next at 10 A. M.

Information was sent to the Maritime Exchange yesterday that any friends who might wish to bid a last farewell to Mr. Henry Moss should hasten to his house, No. 415 Myrtle avenue, Brooklyn, where he lies at the point of death from consumption. Mr. Moss is a brother of Theodore Moss, of Wallack's Theatre. He is an old and well known ship-broker, having done business for many years at No. 32 South street, the original name of the firm having been Moss & Ward. He is also a prominent member of the Masonic fraternity, and his condition is generally regretted.

The steamer Plymouth Rock, Commodore Tooker, arrived yesterday morning from Newport. To-day she carries excursionists up the Hudson so far as Newburg and return. Time is to be allowed for a visit to Washington's head-quarters and other places of Revolutionary interest. To-morrow the steamer will make a trip to the Atlantic, passing close to the beach at Long Branch, and on Sunday she will make her first trip to Bridgeport. On Sunday evening she sails for Baltimore, and will subsequently go to Philadelphia. Due announcement will be made of the time of going to the great camp-meetings at Martha's Vineyard.

BROOKLYN.

Charles Blaize, aged eight years, of No. 41 Main street, fell into the river at the foot of Washington street yesterday and was drowned.

Complaints are made by citizens of the Eastern District that dead animals are left in the streets several days before removal, to the great detriment of the public health in that section of the city.

Francis B. Stryker, for fourteen years general Superintendent of Sewers in the Department of City Works, has been removed to make way for a Democrat named David B. Philips.

The flags on the City Hall and on the other public buildings were placed at half-mast yesterday out of respect to the memory of the late Isaac Van Anden, the founder of the *Eagle*. The *Eagle* office was draped in mourning.

Cornelius Kelly was arrested last evening on a charge of assaulting William Shaw at Pope's Park and throwing him through the window of a bar-room. Shaw, who was seriously cut, was sent to his home.

Rev. George K. Woodward, who was deposed from the pastorate of the Evergreen Methodist Protestant Church by the Trustees, has commenced suit against the church, in Justice Semler's Court, to recover $125 which he claims is due him as salary.

At a meeting of the Board of City Works yesterday, the Engineer was directed to prepare plans and specifications for a tunnel under the Gowanus canal, at Ninth street. The bridge spanning the canal at that point is constantly out of repair.

John S. and Thomas Loughery and F. C. Taubert, who were arrested on a charge of counterfeiting five cent pieces, in a stable in Lexington avenue, were taken before United States Commissioner Winslow, and their examination was set down for Saturday. Philip Lewinske, who was arrested on the same charge, has turned State's evidence and is out on parole.

Lucius Shotts, aged sixty-two, of No. 522 Quincy street, died late on Wednesday night from the effects of a dose of sulphate of morphine. An inquest was held yesterday, and the jury rendered a verdict to the effect that the deceased had committed suicide, and censured the druggist from whom he had purchased the poison for selling so large an amount of the drug without knowing for what purpose it was to be used. Mr. Shotts was a wealthy man, and the cause of his suicide is not known.

James McMahon was seen yesterday acting in a suspicious manner near some warehouses, by Officer Henry McClare, of the Atlantic Dock Squad. On being ordered off the wharf by McClare, McMahon struck the latter with a stick, rendering him insensible. The officer's assailant then fled, but was subsequently captured and taken before Justice Delmar, who held him to await the result of McClare's injuries.

While Mary Hanley, a child, was playing about the rooms of her parents' house, at No. 573 Washington avenue, yesterday, she found a bottle containing a half a pint of whisky, and evidently liking it, drank the contents of the bottle. A short time afterward she was found in an insensible condition. Medical aid was summoned, but up to a late hour last evening only small hopes of her recovery were entertained.

The managers of the Southern Railroad Company of Long Island have decided upon changing the terminus of the road in Brooklyn, and to abandon the old depot at the foot of South Eighth street. Before the Winter sets in the managers intend to complete all the necessary buildings on the site of the Bushwick Avenue Depot. Plans for a passenger depot have been adopted by the company, and work will shortly be commenced on it. The improvements will involve an outlay of $10,000.

About 7 o'clock last evening a team of horses attached to a wagon belonging to Thomas Hoyt & Co. ran away, and at the corner of Broadway and Dunham place ran into a team attached to a Nostrand avenue car. The pole of the wagon entered the side of one of the car horses, injuring it so badly that it had to be killed. Continuing their flight the runaway team collided with a Johnson avenue car, seriously hurting one of the horses. Gilbert Hunt, the driver of the wagon, was thrown out and had his foot badly bruised.

The Attorney General is about to appeal from the decision of the General Term of the Supreme Court, reversing the verdict of guilty of malfeasance in office pronounced against Charity Commissioners Ferguson, Mills, and Powell, in the Kings County Court of Oyer and Terminer. It is said that taking the case to the Court of Appeals will operate as a stay in the proceedings taken by the ex-Charity Commissioners to compel the County Treasurer to pay them arrears of salary. The decision of the Court of Oyer and Terminer was reversed on technical grounds.

LONG ISLAND.

John Chapman, Treasurer of one of the Excise Boards of Long Island City, has been indicted by the Grand Jury for non-payment of his liquor license.

District Attorney Deming will bring before the Grand Jury for investigation the name of H. C. Poppenhusen, General Manager of the Central and Southern Railroads, and have him indicted for the loss of life at Rockaway.

The Newtown Creek Bridge, on the Blissville road, is the rendezvous of a gang of thieves, whose depredations of late have caused alarm among the residents of the city. On Wednesday night, while a party of Brooklyn gentlemen were returning home they were set upon by some of the gang and brutally beaten and robbed. Mr. Slusheimer, of Greenpoint, one of the party, was terribly beaten.

NEW-JERSEY.

Patrick Murphy, who fell into the canal at New-Brunswick last Saturday, while in an epileptic fit, died from the effects yesterday.

Mrs. Margaret Graham, a colored woman residing in Newark, died Wednesday at the advanced age of one hundred years, seven months, and seven days.

The Daniel O'Connell Centennial will be celebrated in the Catholic Institute, Jersey City, this evening. Hon. Andrew H. H. Dawson will deliver an address on the life, services, and character of O'Connell.

Mr. L. Packer, the old gentleman who attempted to commit suicide Tuesday night by cutting his throat with a large butcher knife at his residence, on Oak street, Jersey City, is now in a very precarious condition, and his physicians entertain very little hope of his recovery.

Herbert R. Stout, Counsel to the Board of Freeholders of Hudson County, submitted an opinion to the board yesterday that neither the Warden of the Penitentiary nor the Keeper of the County Jail could be removed except by a two-thirds vote of all the members.

The Pennsylvania Railroad Company has issued a new order requiring conductors to carry a small sachel while on duty. The sachels have an aperture on top into which all the tickets taken up must be dropped, and the sachel is not to be opened except by a person appointed for that purpose at each end of the route.

Two horses owned by Bernard McCloskey, and valued at $600, were stolen from his stable on First street, Hoboken, at an early hour yesterday. Two men employed in a market on the other side of the street saw the thief leading the horses out of the stable, but they thought he was employed there, and consequently did not molest him.

Lawrence Ward, the man who was arrested on a charge of forging a note for $300, had an examination before Justice Mills, in Newark yesterday, which resulted in his being held as a witness. He said he drew up the note for his brother, and allowed him to use his name as the latter could not do any business in his own name.

John Leonard, alias "Little Jack," who is held on suspicion of having thrown James Miller from the tug-boat Cornell into Newark Bay a week ago last Sunday, was taken to Staten Island yesterday by Detective Francis to await the result of the Coroner's inquest, which was commenced yesterday afternoon at Port Richmond. The prisoner expressed his willingness to go without waiting for a requisition.

Dennis Harrigan, a laborer employed at the eastern bound freight depot of the Erie Railway at Long Dock, Jersey City, was run over and instantly killed about 7 o'clock yesterday morning by drill engine No. 137. Harrigan was crossing over the tracks on his way to work, and saw the engine backing up, but thought he would have time to get across before it reached him. The body was taken to his residence, No. 350 Henderson street. Deceased was forty-five years of age, and leaves a wife and one son.

THE BRYANT FUND—A CURIOUS STATEMENT.

From the Arcadian, Aug. 9.

Mrs. Dan Bryant wishes to thank the public and the managers for their kindness to herself and Dan Bryant's five children. Our reporter interviewed the lady, and learned that her only regret is that the quarrels among the theatrical managers should have prevented her from previously making her acknowledgments. She has received the sum of $16,163 99 from Mr. Theodore Moss, the treasurer of the fund, which she has deposited in a trust fund until the church upon which Mrs. Bryant relies, as did her husband, shall find an investment in which the money can be placed for the future benefit of the children. Out of 30,000 white tickets issued, 4,000 only were returned, and indeed, the *blague* of the theatres fell far short of the actual returns. But still the good feeling shown, and the large amount raised, should convince Mrs. Bryant of the high estimation in which her lamented husband was held—a man who, like Father Burke, adorned Cork.

It is a curious fact, however, that the largest receipts were taken by the Union Square Theatre, the next by Wallack's, and the third by Daly's. Mr. Freligh, of the Bowery, unhappily lost the key of his safe, but, of course, when the combination is discovered, the receipts will be forthcoming. It is a tribute, however, to the brave, generous, gallant spirit of the Far West, that Manager Tom Maguire, without listening to the perplexities and complications of this mysterious fund, sent his check for $500, as the contribution of the always liberal San Franciscans to poor Dan's children.

We are also authorized to state that the reason why the Trustees who were first selected did not act is that the Theatrical Committee felt that the natural guardian of the children was their mother, and that to her their best interests might be safely intrusted; and that the selection of three leading bankers to hold these moneys was, in view of recent events, ill advised.

In fact, if the money had been paid over by Mr. Moss to the proposed Trustees, it would have been lost through the failure of Duncan, Sherman & Co.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....5:01 | Sun sets.....7:10 | Moon sets...9:46

HIGH WATER—THIS DAY.

Sandy Hook.11:11 | Gov. Island.12:00 | Hell Gate...1:22

MARINE INTELLIGENCE.

NEW-YORK..........THURSDAY, Aug 5.

CLEARED.

Steam-ships Regulator, Howe, Charleston, J. W. Quintard & Co.; Nereus, Berry, Boston, H. F Dimock; Isaac Bell, Gibbs, Norfolk, City Point, and Richmond, Old Dominion Steam-ship Co.; Maas, Chevalier, Rotterdam, Funch, Edye & Co.; Huntsville, Chester, Fernandina, via Port Royal, H. Gelpcke; Pommerania, Schrysen, Hamburg, Kunhardt & Co.; Elizabeth, Clark, Baltimore, W. Dalzill; Tybee, Gardner, Turk's Island, Porto Plata, San Domingo; Mayflower, Fults, Philadelphia, James Hand; Franconia, Bragg, Portland, J. F. Ames; City of Vera Cruz, Deaken, Havana, F. Alexandre & Son.

Ship H. S. Sanford, Jackson, San Francisco, Sutton & Co.

Barks Giovanni M., Maresca, Cork, Funch, Edye & Co.; Lorena, Blanchard, Penarth Roads for orders, Walsh & Field; Rosa S., Simonetti, Bristol, Slocovich & Co.

Brigs Nina Emilia, Liano, Penarth Roads, Funch, Edye & Co.; G. Reusens, Leighton, Elsinore for orders, John Zittlosen; Gipsey, Jayne, Gonaives, Kunhardt & Co.; La Cayenne, Barker, Port-au-Prince, H. Becker & Co.—L. Del Monte; Guiding Star, Johns, Frontera, Mexico, Marcus Hunter & Co.

Schrs. Louisa, Hobbs, St. John, N. F., Hatton, Watson & Co.; Hattie E. Smith, Lee, Newburyport, Mass., B. J. Wenberg; Anna Brown, Harvey, Sandy Hook, R. A. Buck & Co.; Jane, Craig, St. Andrews, N. B., Jed Frye & Co.; Vascello, Morrison, St. John, N. F., D. R. DeWolfe & Co.; Sinbad, Arey, Bucksport and Bangor, R. P. Buck & Co.; Clara E. Bergen, Dayton, Savannah, Ga., Evans, Ball & Co.

ARRIVED.

Steam-ship Wyanoke, Couch, Richmond, City Point, and Norfolk, with mdse. and passengers to Old Dominion Steam-ship Co.

Steam-ship E. C. Knight, Chichester, Washington, D. C., with mdse. and passengers to J. C. Kenyon.

Steam-ship Harrisburg, Worth, Philadelphia, with coal to master.

Steam-ship General Whitney, Hallett, Boston.

Ship Liverpool, Lambert, London and Isle of Wight 46 ds., with mdse. to Grinnell, Minturn & Co. July 25, off Sable Island, passed ship La Gloria, (Br.,) from Bremen, for Halifax.

Bark Juno, (Ger.,) Lindt, Bristol 58 ds., in ballast to C. Tobias & Co.

Bark Agnes, (Norw.,) Foss, Havre 31 ds., in ballast to Tetens, Bockmann & Co.

Bark Vale, (Norw.,) Moller, Cork, via Delaware Breakwater, 42 ds., in ballast to Tetens, Bockmann & Co.

Bark Abbie N. Franklin, (of Boston,) Gross, Sagua 9 ds., with sugar to Jova Ferry & Co.—vessel to James Henry.

Brig Hester, (of Androssen,) Breckenbridge, Kingston, Jam., via Delaware Breakwater 20 ds., with logwood to Alexander Murphy & Co.—vessel to master.

Schr. L. V. Chaples, Chaples, Jacksonville 9 ds., with lumber to F. O. Fairchild.

Schr. Z. Taylor, Hill, Georgetown, D. C., for Newburg.

Schr. Mary Louisa, Gaskill, Washington, N. C., 2 ds., with naval stores to Zophar Mills.

Schr. Nile, French, Rockland, with lime to J. R. Brown.

Schr. C. H. Mallison, Osner, Virginia.

Schr. O. H. Booth, Bennett, Virginia.

Schr. Montevieu, Hazleton, Virginia.

Schr. Franklin Bell, Calo, Virginia.

Schr. L. Frazier, Crawford, Georgetown, S. C., 5 ds., with naval stores to Zophar Mills.

Schr. Annie Carll, Tyler, Northport, for Philadelphia.

Schr. Sarah Jane, Frost, New-Haven, for Elizabethport.

Schr. Hattie Lou, Collins, New-Haven, for Elizabethport.

Schr. Smith O'Brien, Murray, New-Haven, for Elizabethport.

Schr. Wave, Parker, New-Haven, for Elizabethport.

Schr. Alethea, Darby, Virginia.

Schr. J. M. Kissam, Smith, Boston.

Schr. Hunter, Lewis, Dighton for Elizabethport.

Schr. Bagaduce, Reynolds, Norwich.

Schr. Monte Christo, Smith, Bangor, with lumber to Wilson & Godfrey.

Schr. Everglade, Shaw, Calais, with lumber to Gorham Boardman.

Schr. Whitney Long, (of St. George, Me.,) Hayes Brunswick, Ga., with lumber to W. A. Ross—vessel to Parsons & Loud.

Schr. Alpha, Saulsbury, Gardiner, with lumber to John Boynton's Son.

Schr. Red Jacket, Gregory, Rockland, with lime to J. R. Brown.

WIND—Sunset, light, S. W.; clear.

SAILED.

Steam-ships August, Andre, for Antwerp; Maas, for Rotterdam; Pommerania, for Hamburg; Greece, for London; Uruguay, for Montevideo; City of Vera Cruz, for Havana; Montgomery, for Fernandina, &c.; Regulator, for Charleston; Isaac Bell, for Norfolk, &c.; ships Coldstream, for Melbourne; Magdalene, for Genoa; Lammermoor, for London; brigs Sussex, for London; Salista, for Rio Janeiro; Excelsior, for Bermuda.

BY TELEGRAPH.

BALTIMORE, Md., Aug. 5.—Cld. steam-ships Wm Crane, Taylor, for Boston; America, Billups, for Savannah; bark Margarida, Silva, for Oporto; brigs Agnes Barton, Knight, for Matanzas; Martha A. Berry, Berry, for Portland, Me.

BALTIMORE, Md., Aug. 5.—Arr. steamers F. W. Brune, Foster, New-York; Richard Willing, Her, Philadelphia; brig Castilian, Owens, East Harbor, Turk's Island; schrs. Enos B. Phillips, Baker, Richmond, Me.; William H. Rowe, Whittemore, Salem; Allen Green, Nickerson, Boston.

Cld. steamers Calvert, Foley, Charleston; John W. Garrett, Hix, New-York; John S. Shriver, Wood, Philadelphia; schrs Laura Bridgman, Clark, Bath, Me.; Harmonia, Ryder, Gloucester, Mass.

Sld. steamer Chilian, Liverpool; ship Agra, Bremen; bark Albertine, Elsinore; brigs John Wesley, Cette; Agnes Barton, Matanzas.

BOSTON, Mass., Aug. 5.—Arr., steamer George Appold, Loveland, Baltimore; schrs. H. N. Squire, Hamlin, do.; R. C. Thomas, Crockett, do.; Annie Taylor, Smith, New-York.

Below, brig Ida C., from the West Indies.

Cld. ship John Clark, Peterson, Wiscasset, to load for Liverpool; brigs Georgiana F. Geery, Conklin, Philadelphia; Maria W. Norwood, Andrews, Wiscasset; schrs. Lilly B. French, Trask, Jacksonville; Anita, Small, Philadelphia; E. Nickerson, Chase, Philadelphia.

Sld. bark Christopher Columbus; brigs Susan E. Toorhis and Nancy.

BOSTON, Aug. 5.—Arr. barks John Matthews, (Br.,) Emerson, from Surinam; P. Chapin, Bunker, from St. Martins; brigs John W. Hunt, Hunt, from London; Mary E. Dana, O'Neil, from Mayaguez; schrs. Samuel Wackrill, Dowling, from Cape Haytien; A. D. Henderson, Henderson, from Lingan, C. B.

Also arr., steamer Pottsville, Winnett, from Philadelphia; bark Gen. Sedgwick, Rogers, from Leghorn; schrs. Mary Baker, Thompson, from St. Domingo City; Henry Norwell, Burgess, from St. Martins.

Spoken July 24, lat. 43, lon. 52 07, schr. Annie Murchie, from Calais, for Madeira; July 27, lat. 43, lon. 58 30, brig Peri, Perkins, from St. John, N. B., for Conway.

BRUNSWICK, Ga., Aug. 4.—Arr. steamer Montgomery, Faircloth, New-York.

Cld. 4th, schr. Mary Paten, Boston; 5th, steamer Montgomery, Faircloth, Fernandina.

CHARLESTON, Aug. 4.—Sld. schr. Reindeer, for New-York; 5th, bark Ada P. Gould, Merritt, Liverpool.

DELAWARE BREAKWATER, Del., Aug. 5—A. M.—The bark Susan Dudman went to sea yesterday morning; also sld. from the harbor this morning, ships Hamilton, Republic, Charles H. Oulton; barks Kate Sancton and Abdel Kader.

The bark Vale and brig Hester sld. for New-York last evening. The schrs. Sallie B., for Philadelphia, and William Marshall, passed out for Boston yesterday. The schrs. South Shore, for Alexandria and Addie Blaisdell, for Georgetown, D. C., sld. this morning. The steamer William Elder arr. from New-York this morning.

DELAWARE BREAKWATER, Aug. 5—P. M.—Ship Maria Stoneman, from Dublin, passed in last night; bark Aker remains, for Philadelphia; steamer George W. Elder sld. for New-York at 2:50 P. M.; steam-ship Pennsylvania went to sea at 7:45 P. M.

GALVESTON, Aug. 4.—Arr. schr. Vernal, Bagdad, Fla.

GLOUCESTER, Aug. 5.—Arr. schr. Martha N. Hall, Burgess, Cadiz.

GLOUCESTER, Mass., Aug. 5.—Arr. schr. Martha N. Hall, Burgess, Cadiz.

LEWES, Del., Aug. 5.—The ship Maria Stoneman from Dublin via Sydney, passed in last night.

MOBILE, Aug. 5.—Cld. schr. Elizabeth, Pensacola.

NEW-BEDFORD, Aug. 5.—Arr. bark Hercules, Baker, Indian Ocean whaling; schrs. Hattie M. Howes and Uriah B. Fisk, Georgetown, D. C.; Samuel C. Hulse and Samuel C. Hart, Philadelphia; Annie E. Martin, Hoboken; Eliza Jane Raymond, Port Johnson; William D. Mangam, New-York; Jed W. Daren, Calais; Antelope, Azores Onward and William H. DeWitt, Bristol, Me.

NEWCASTLE, Del., Aug. 5—A. M.—Passed down since the last report steamer Florida, for Providence; schrs. George Churchman, Kate E. Gifford, for Boston; Archer & Reeves, R. R. Vaughan, B. C. Terry, Elva V. Pettingill, Getty burg, and Hattie Paige.

Passed up, schrs. Charles E. Raymond, Mary C. Simmons, and Taylor & Mathis.

Noon.—Passed up since the morning report, bark Dronning Sophie, (Norw.,) from Hamburg May 22; schrs. George Walker, C. F. Young, from Portland, and schr. Emily and Jenny.

Passed down, schrs. Ann J. Loughlin and Priscilla Scribner.

NEWCASTLE, Del., Aug. 5.—Passed up, ship Maria Stoneman, from Dublin; bark Happy Home, from Antwerp; schrs. General L. Fessenden, Lena Breed, Rebecca W. Huddle, John H. Conners, and J. and H. Crowell.

Several schrs. are coming up below the fort.

Passed down, steam-ship Pennsylvania at 3:20 P. M.

PHILADELPHIA, Aug. 5.—Arr. steamers New-York, Jones, Alexandria; W. Whilden, Riggans, Baltimore; schrs. Lucia B. Ives, Vanzant, Newport; Snowflake, Brown, Norfolk.

Cld. steam-ships Norfolk, Tunnell, Richmond; H. L. Gaw, Pierson, Baltimore; Ann Eliza, Richards, New-York; schrs. William Todd, Todd, Rockport; Four Sisters, Bickmore, Portland; West Wind, Lurgo, New Bedford; S. J. Bright, Allen, Cambridgeport; Joseph Eaton, Peterson, Gloucester; Wild Pigeon, Conary, Somerset; Arthur, Crane, Hingham; P. P. Keller, Henderson, Salem; H. L. Slaight, Willets, Neponset; Nellie Lampher, Higgins, Lynn; A. J. Loughlin, Smith, Lynn; Montana, Bearse, Chelsea; Com. Kearney, Mason, Boston; R. S. Graham, Smith, Boston; Mary Weaver, Weaver, Boston; M. E. Rockhill, Rockhill, Boston; C. E. Smith, Hanson, New London; W. J. McNaughton, Burns, Richmond; Rose McDevitt, Mullen, Richmond; Yankee Doodle, Rose, Richmond; J. C. Henry, Donnelly, Richmond; bark W. H. Thorndike, Kelly, Sitka.

The steam-ship Pennsylvania sld. at noon to-day for Liverpool.

PHILADELPHIA, Aug. 5.—Cld., steam-ship Williamsport, Willets, Salem; bark Maggie Chapman, Dernier, Hamburg; brigs Catharine, Smith, Ivigtut; J. B. Brown, Foster, Stetton; Rialto, Goold, Liverpool; schrs. Jed Frye, Langley, Brewer, A. E. Babcock, Lee, Portsmouth; S. E. Ludlam, Ludlam, Boston; S. S. Harding, Smith, do.; Annie Lee, Lock, do.; S. A. Hood, Steelman, do.; J. W. Hall Jr., Green, Salem; Joab Thompson, Hawes, East Cambridge; Emma M. Fox, Case, Fall River; J. T. H. Langwell, Flowers, Alexandria; E. H. Barnes, Lander, Richmond; L. F. Smith, Mason, Boston.

Arr. schrs. Eagle, Seavey, Bath; E. T. Cottingham, Smith, Boston; B. B. Emery, Weeks, do.; Abby L. Dow, Young, do.; Caproon, Henderson, Maurice River; T. H. Brown, Somers, Nanticoke River; General Torbert, Sheppard, Cabin Point, Va.; C. E. Raymond, Kelly, Boston; J. H. Converse, Plummer, do.; Louie F. Smith, Mason, do.; F. R. Baird, Mayhew, do.; Lena Breed, Steelman, do.; S. J. Bright, Thomas, do.; Emily and Jennie, Hewitt, Portsmouth; H. H. Crowley, Cotton, do.; Rebecca W. Huddell, Deputy, Gloucester; D. J. Whealton, Stillman, Chincoteague; Queen of the West, Elsey, Nanticoke River; Georgiana, Willing, do.; ship Maria Stoneman, Blauvelt, Dublin; bark Dronning Sophie, Petersen, Hamburg; Happy Home, Coalfleet, Antwerp.

At Chester, schr. Stephen J. Watts, from Kingston, Jamaica.

PORTLAND, Aug. 5.—Arr., steamers Falmouth, Halifax; Eleanora, Johnson, New-York; brig San Miguel, (Sp.,) Sanenez, Havana, to load for Cape de Verde Islands; (lost main-topmast.)

Cld. schrs. Little Annie, Philadelphia; Thomas Benedict, New-York; Hattie N. Bangs, Baltimore.

SAN FRANCISCO, Aug. 4.—Cld. ship Alaska, Tuttle, Liverpool, and bark William H. Besse, Besse, Portland, Oregon.

TYBEE, Ga., Aug. 5.—Arr. steamer Oriental, Hallett, Boston.

MARINE DISASTER.

LONDON, Aug. 5.—Advices from Cape Town report that on July 14 the British ship Africana, Jordan, master, which sld. from Bombay May 4 for New-York, arr. off Port Alfred in distress. Boats put off from her and made for the bar, but on being warned that the entrance was dangerous, they proceeded to ships in the roadstead. A tug went to the assistance of the Africana, but could not bring her in, for although the weather was fine the sea was heavy, and it was impossible for the ship to cross the bar. There is reason to fear that the Africana has since foundered.

FOREIGN PORTS.

CARDENAS, July 31.—Arr. brig C. S. Packard, Amesbury, St. John, N. B.

Sld. brig Annie R. Storer, Adams, N. of Hatteras; schr. Nellie Bowers, Spear, do.

CIENFUEGOS, Aug. 2.—Sld. bark Teresa, (Br.,) Kohl, New-York.

HALIFAX, N. S., Aug. 4.—Arr. steamer Dominion, Boston; brig Kenneth, Turk's Island; schrs. N. H. Phillips and Isaac Patch, from the Banks, (put in for bait.)

HAVANA, Aug. 4.—Sld. steamer Tappahannock, Pendleton, New-Orleans; bark X. V. de Marzo, (Sp.,) Riveras, Savannah.

MATANZAS, July 30.—Sld. brig Six Freres, (Br.,) Sydney, C. B.

ST. JOHN, N. B., Aug. 5.—Cld. ship Speculator, (Br.,) Pitman, Sharpness; schr. Clara E. Rogers, Philadelphia.

SYDNEY, C. B., Aug. 5.—Sld. schr. Jefferson Borden, New-York.

WINDSOR, N. S., Aug. 3.—Arr. schrs. W. and H. Wotherspoon, New-York; Olive, Boston.

Sld. schr. Eva May, Alexandria.

YARMOUTH, N. S., Aug. 3.—Sld. ship Hectanooga, (new,) Sandy Hook, in ballast.

LATEST SHIPPING NEWS BY CABLE.

LONDON, Aug. 5.—Sld. for the United States—Liefjeld, Clydesdale, Annie Goudey, Viggilate, Brothers and Sisters, Yarmouth, Battaglia, Success, John L. Dimmock, Helene, Minnie Allen, Albion, Capt. Larsen, Chestina Redman, Joseph Nickerson, and Matteo.

Arr. out on the 3d inst., Mariposa.

Arr. out on the 4th inst., Samuel, Elois, Rafael Pomar, David Crockett, Iona, Beethoven, Aldebaran, Moen, (last two in the Channel,) Abraham Lincoln, Sabino, (last two at Queenstown.)

The steam-ship Faraday cld at the London Custom-house to-day for St. Johns, N. F.

The United States man-of-war Franklin anchored off Deal to-day.

QUEENSTOWN, Aug. 5.—The Williams & Guion Line steam-ship Montana, Capt. Guard, from New-York July 27, for Liverpool, arr. here this afternoon.

BRISTOL, Aug. 5.—The Great Western Line steam-ship Somerset, Capt. Western, sld. hence to-day for New-York.

SOUTHAMPTON, Aug. 6.—The North German Lloyd's steamer Braunsweig, from Baltimore July 25 for Bremen, arr. here at an early hour this morning.

ANTWERP, Aug. 5.—Sld. steamship C. F. Funch, (Belg.,) Knudsen, for New-York.

ROTTERDAM, Aug. 5.—Arr. steam-ship P. Caland, (Dutch,) Deddes, from New-York.

LEAKY ROOFS

Made water-tight *or no charge*. New-York Slate Roofing Company, Boston, Philadelphia, and No. 6 Cedar st.

SMITH'S CRUSHED WHITE WHEAT.

The most HEATHFUL and DELICIOUS ARTICLE OF FOOD made from WHEAT. SOLD BY ALL GROCERS. Address F. E. Smith & Co., Brooklyn, N. Y., for circulars.

HENRY A. DANIELS, M. D.,

No. 144 Lexington av., near 29th st. Special attention to the diseases of men. Hours, 8 to 3.

DR. MANFRED'S NEW WORK ON NERvousness can be had gratis by personal application from 9 to 5, 7 to 8, at his office, 60 East 9th st., New-York.